

Navy News

MAY 1983

10p

SPECIAL AWARD

THE NAVY NEWS Families Special, produced urgently just a year ago for families with men in the Falklands conflict, has gained the Chairman's Trophy in the 1983 competition of the British Association of Industrial Editors.

For our first-ever entry in the appropriately-named "Special Corporate Publications" class, we entered the eight-page issue which went direct to families as part of the Navy's programme of maintaining links during crisis times.

Said the judge, "Navy News is a colourful buccaneering paper ... this special issue is more soberly presented in black and white with great skill, and the pages are full of helpful information. Facing the biggest challenge of recent times, the editorial team responded splendidly with an excellent publication."

We were also successful in classes for general issues, gaining an award of excellence and four certificates of merit.

FRESH HOPES ON JOB FRONT

SINCE NEWS several months ago of the delay until this summer of Phase Two of the planned redundancy programme for the Royal Navy, thought has focused on its new timing and on numbers involved.

Now, with the effects of the Slimtrain cutbacks coming through and the manning needs set by commitments like the continuing Falklands patrol, many are wondering if any redundancy call will be necessary at all this summer.

It is however understood that no final decision has been taken on the matter. Any announcement will be awaited with much interest in the Service.

Should there prove to be a further postponement of the Phase Two call, one possibility is that it might be put back to the end of the year (the originally-planned time of the Phase Three call).

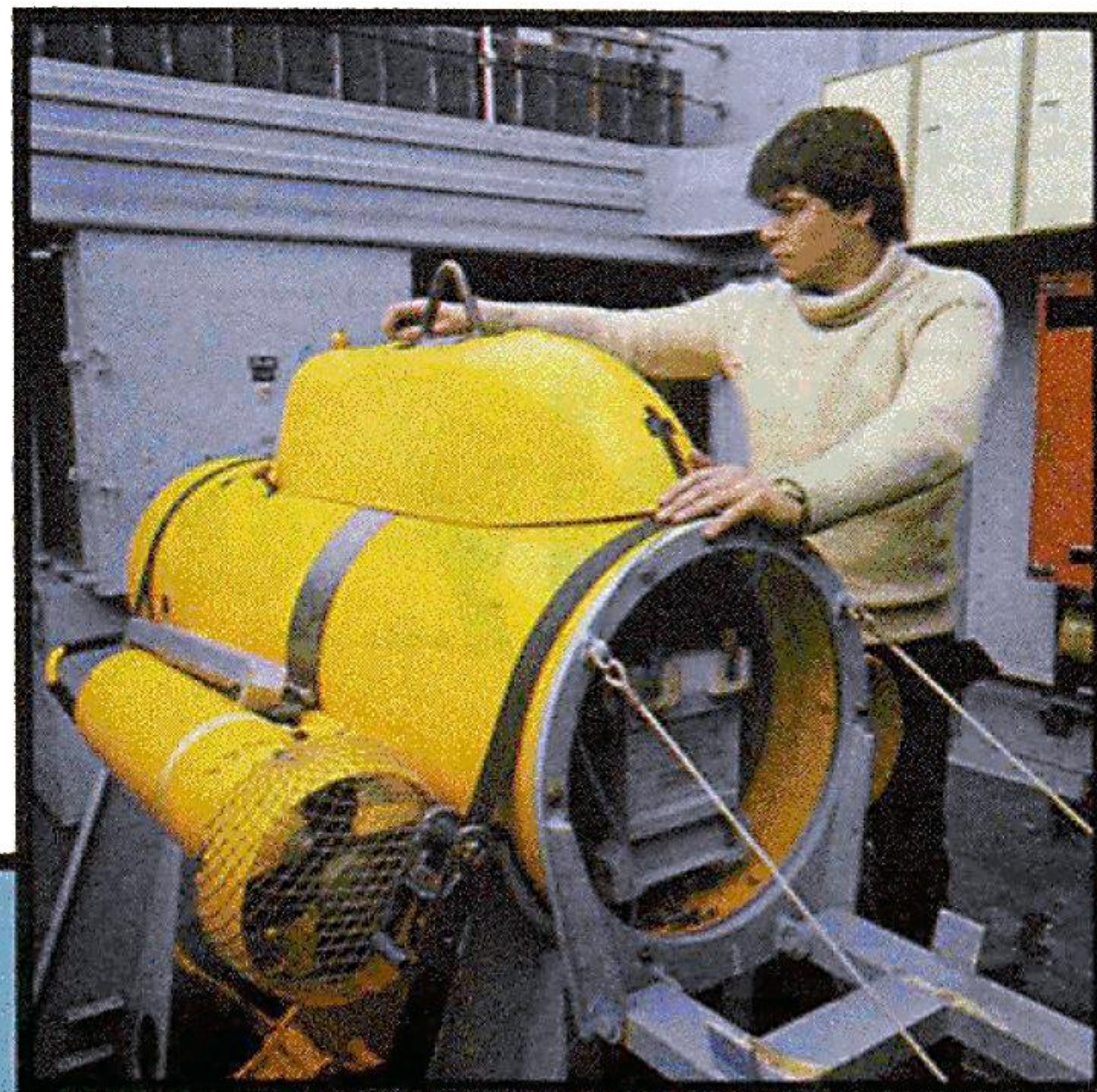
Meanwhile, the Drafting organisation is having to meet what is described as "a much, much longer sea bill than predicted." As explained in Drafty's Corner (page 4), he has had "to strip the fat off the shore bone and pick it clean."

Gapping

Net result of the swing from shore to sea is extensive gapping of billets ashore.

Manpower requirements and targets for the next few years remain under closest scrutiny, with present commitments seemingly demanding considerably higher ceilings than were envisaged under the 1981-82 plans.

A sign of the times is the message which has gone out making it plain that current demands on manpower have



MEET THE MINDERS

AB(D) Christopher Archer (above) inspects one of HMS Cattistock's remote controlled mine disposal vehicles while (left) the Ton-class minehunters HMS Bildeston (M1110) and HMS Gavinton work at close quarters off the Isle of Wight. They and other ships of the First Mine Countermeasures Squadron were on passage to Ostend for a training weekend.

Colour pictures of MCM 1 vessels and an article on the importance of mine countermeasures are featured in our centre pages.

Pictures: CPO(Phot) Michael Gilbert.

● Continued in back page

GIRLS AMONG RN TRAINEES

FIVE hundred young unemployed, including up to 50 girls, are expected to be taken by the Navy as part of the Armed Forces Youth Training Scheme which it is hoped to have under way before September.

Welcomed by many, but not universally popular, the scheme will allow jobless school leavers to volunteer for a total of 5,200 training places. They will join one of the Services on a 12-month engagement, part of which will be spent in formal training and the rest in work experience.

Volunteers will have to meet existing entry standards and will come under discipline. Their allowance will be £25 a week, with £10 deducted for food and accommodation. They will be able to leave on 14 days' notice.

A disappearing art . . .

NEWS last year that the mechs. were changing into tiffs brought howls in some quarters, including a little gentle fun-poking over abbreviations for some of the planned new titles.

With the announcement of closer integration of mechanic / artificer training, it looked as if it would be a case of getting used to the likes of LART, PO ART, CC ART and FC ART — and a few rude derivatives were anticipated.

But before "Title Day" — April 1 this year — there was obviously more thought on this aspect of integration. In the event, the new titles eventually chosen now incorporate the man's sub-branch — no mention of this was made

in the original announcement — while, for the abbreviation, "ART" is further shortened to "A".

Now, for example, there will be titles like leading weapon engineering artificer (LWEA); petty officer marine engineering artificer (POMEA); and chief petty officer air engineering artificer (CPOAEA).

LAI'D TO REST

Among abbreviations now to be remembered are ones like POPWEA for the new title of petty officer probationary weapon engineering artificer.

Title details and a number of other points concerning the new system were explained in a recent DCI.

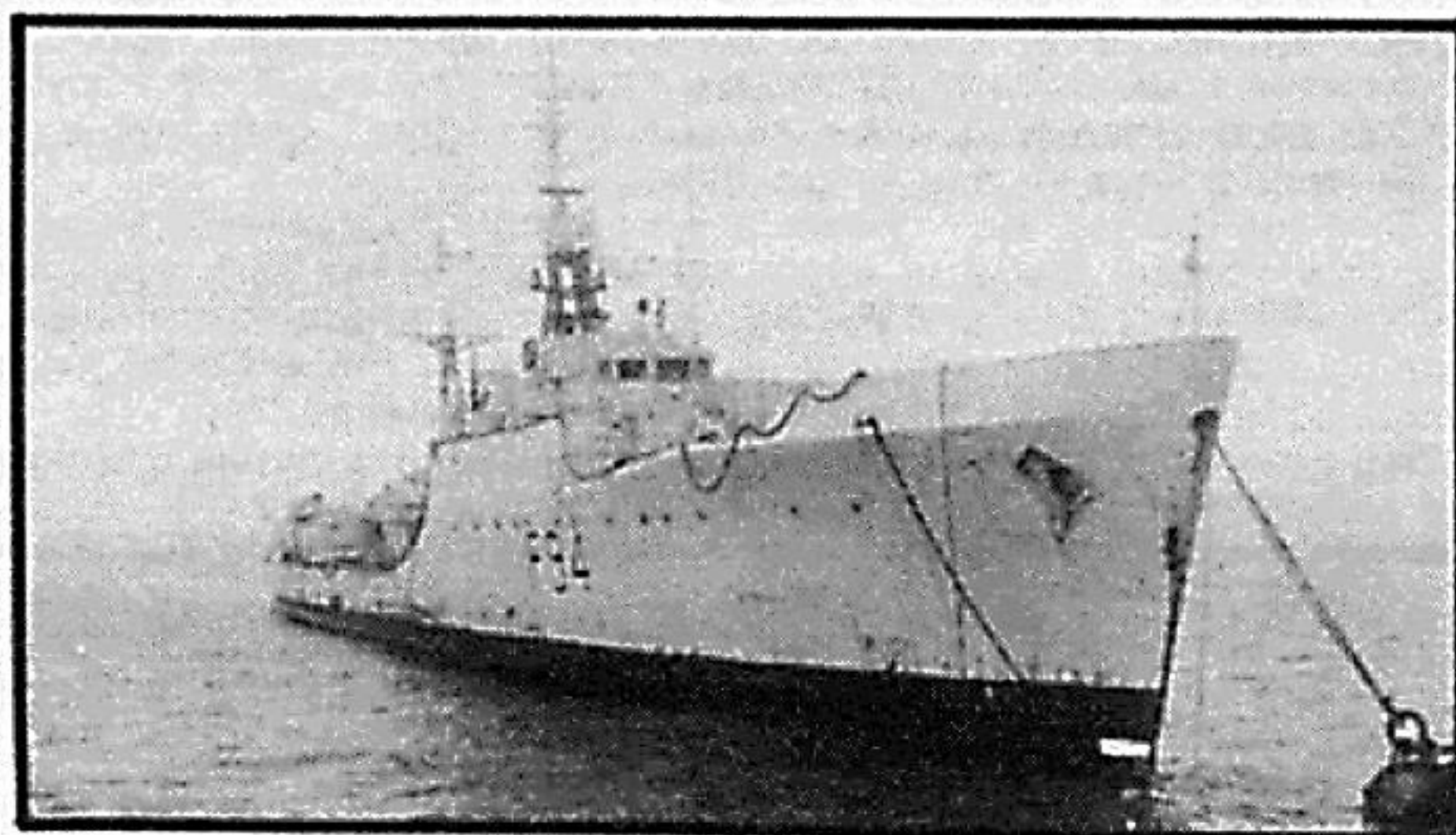
● Meanwhile at sunset on the last day of March, the chief and petty officer mechanics of HMS Achilles held their own "funeral" service for their departing titles. A symbolic black coffin, bearing the words Rest in Peace, was carried at shoulder height through the ship to a "service" conducted on the flight deck by Mech 1(L) Beynon.

After the ceremony the coffin was sent quietly to the deep and the mourners raised their glasses in memory of a long line of distinguished craftsmen.

OLD MECHS JUST
FADE AWAY . . .

— PAGE 14 —

PALLISER, THE SHIP THAT DIDN'T WANT TO DIE



HMS Palliser moored in Plymouth Harbour during a break in her tortuous last journey.

Picture: Mike Lennon.

A CHAPTER of mishaps in the last journey of the old frigate HMS Palliser has earned her a reputation as the ship that "just didn't want to go."

The uncanny series of snags on her tow from Portsmouth to Briton Ferry in South Wales delayed her arrival by weeks and at times left her breakers near to despair of ever getting her into the scrapyard.

Dean's Marine used their own tug the Alnwick to tow the Blackwood-class frigate from Portsmouth in February — after a three-week delay caused by bad weather. Even as the ship left harbour there was another hitch when a chain fouled her motionless propeller.

Everything went smoothly until, in

the South West Approaches, the Alnwick and her charge encountered bad weather. For some reason which is still not completely clear to the breakers there was a problem with the tow, and the Alnwick went alongside the frigate in an attempt to rectify the trouble.

While the tug was in that position the frigate lurched in the heavy weather and crunched into the Alnwick's radar antenna. Without radar the tug was forced to put into Plymouth where the old frigate was moored to a buoy.

And there she stayed for three weeks as the breakers grew more and more frustrated by difficulties in obtaining parts from Germany.

Finally the Alnwick was able to continue the tow — but not without incident, for as the ships left Plymouth the tug fouled the tow line and HMS Leeds Castle was called on to stand by should she be needed to cut the cable.

When that problem was sorted out

the ill-fated pair rounded the Lizard only to run into fog in Swansea Bay. The Palliser lost the tide and was moored for a week only a few miles from her destination.

Even as she was being towed up the River Neath to her last resting place she balked and almost wrecked the breaker's plans completely: she went aground on a falling tide.

Just in time

"She was listing and we had to pull her off quickly or she would have turned over," said Mr. Sidney Dean, of Dean's Marine. "We finally made it with only 20 minutes to spare."

His abiding memory of the Palliser is that "she was one of those ships that just didn't want to go."

HMS Palliser entered service with the Royal Navy in 1957 and was relegated to the Reserve in the mid-Seventies. Her final role was fishery protection.

But Grenville goes quietly

HMS Grenville, one of the last of Britain's wartime frigates to see service with the Royal Navy, has been towed to the breakers.

She finally paid off in April, 1974 and, until last February 14, was laid up in Portsmouth Harbour. She is now at Rochester, towed there by the ocean tug RMAS Robust.

The Grenville ended her days as a navigational training ship, but had a distinguished war record. Completed in May, 1943, she was credited with sinking a U-boat and ramming an enemy MTB.

She was outlived in operational service only by her sister-ship in the Type 15 range, HMS Undaunted. The Undaunted was expended as a target for the Royal Navy's first live firing of an Exocet in 1975.

Bubbly and tea on way to the Gulf

AFTER making several successful visits to ports on the way to join the Gulf patrol, HM ships Avenger and Ambuscade lost no time in getting down to work when they exercised with their tanker RFA Pearlleaf and the American ships USS Kincaid and USS Decatur in the North Arabian Sea.

The two members of the Royal Navy's "21 Club" left home waters in March for their five-month Gulf deployment. Ports of call on the way included Port Said, Suez, Djibouti and Bahrain, with the Ambuscade making separate visits to Rhodes and Cochin, India, and the Avenger to Augusta, Sicily.

While at Port Said a party from the Avenger visited Cairo and the Pyramids, a successful trip in which Sunday lunch was enjoyed overlooked by the Sphinx.

CHAMPAGNE

While in Rhodes everyone from the Ambuscade who attended a mayoral reception was given a bottle of champagne and the mayor presented silver cups to the ship's golf team after their match with a local team.

The Ambuscade's next port of call was Cochin, where there were day trips to a tea plantation at Munnar and an expedition by 40 of the ship's company to the Lake Peryar Tiger Sanctuary.

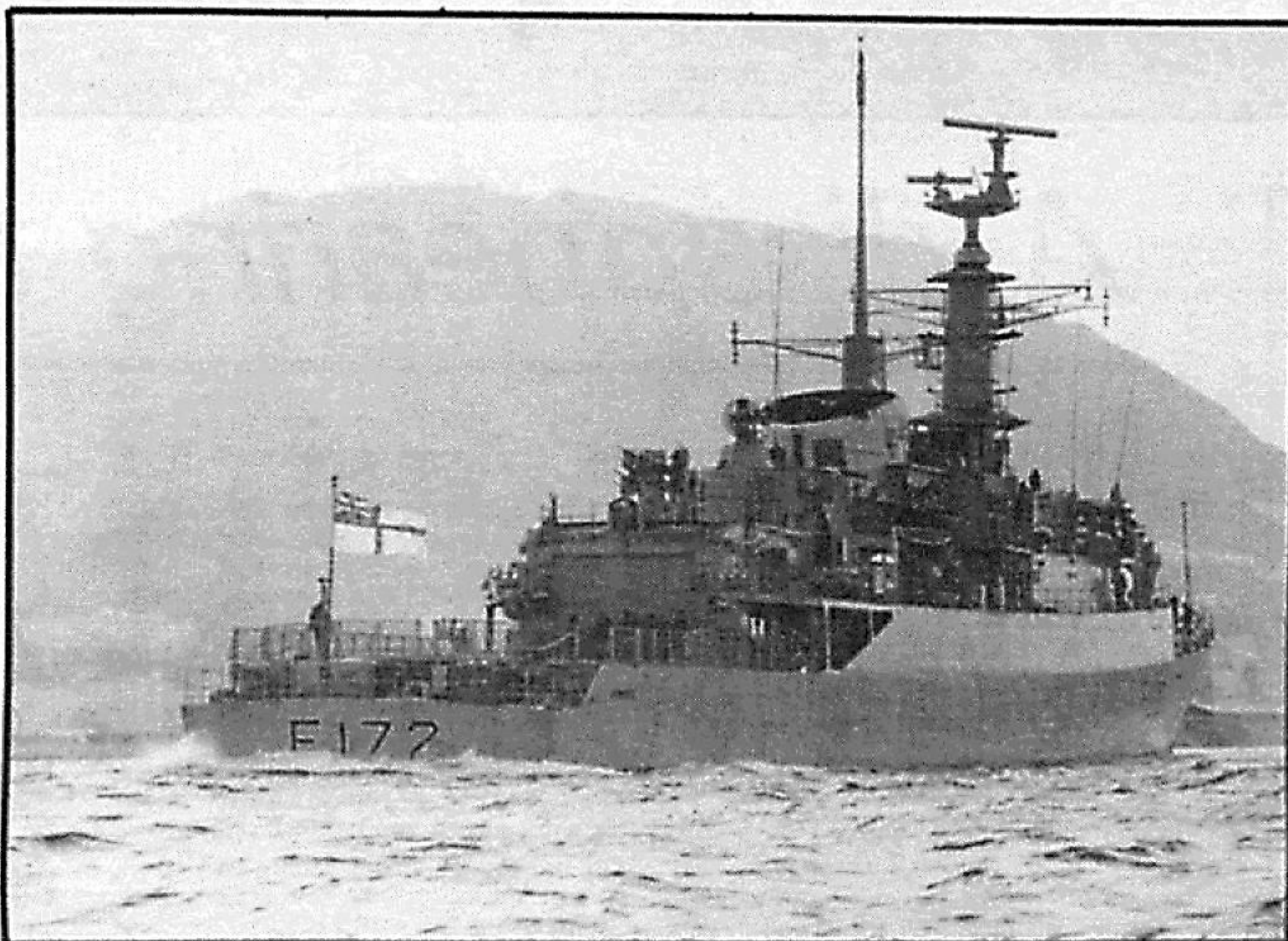
Before the ships left, HMS Avenger had an "on your bike" message from Fowey British Legion Club — but the pedalling orders were given in the nicest possible way with a gift of three Raleigh sports bicycles for recreational use.

The club, in the Avenger's affiliated borough of Restormel, Cornwall, made the presentation to mark the frigate's service in the Falklands war. Each bicycle bears a small plate inscribed with details of the gift.

'21 CLUB' TWINS GO ON PATROL

RIGHT: HMS Avenger pictured recently off Gibraltar. BELOW: Leaving Gibraltar stern-first, HMS Ambuscade continues her voyage to take up Gulf patrol duties after an overnight stay at the Rock.

Pictures: LA(Phot) Danny du Feu.



Princess in full view at College

RAMPS between the parade ground and buildings of Britannia Royal Naval College Dartmouth gave spectators a better view of Lord High Admiral's Divisions than ever before.

Princess Anne received the royal salute at the parade on April 17. She presented the Queen's Sword to Sub-Lieut. Jonathan Hodgkins, attended a reception, took lunch at the college and planted a weeping silver birch in the grounds.

PUPPY

She was invited to name a puppy belonging to the Britannia Beagles. He is now learning to answer to Metronome.

Also present at the Divisions were the Commander-in-Chief Naval Home Command, Admiral Sir Desmond Cassidi, and the Lord Lieutenant of Devon, Lieut.-Col. the Earl of Morey.

Cottesmore renews link

A VISIT by eight officers and men of the new Hunt-class mine counter measures vessel HMS Cottesmore to a Leicestershire RAF station in late March stirred memories of a link formed during the Second World War.

The three-day visit to RAF Cottesmore by a party of eight led by the commanding officer, Lieut.-Cdr. Jim Langriche, renewed an association started in 1945 when the crew of the last ship of the name visited the base, then in the county of Rutland.

The Hunt-class destroyer was adopted by the County of Rutland in 1942. The current vessel, launched last year, is due for commissioning later this year.

During their visit, the naval guests saw Tornado operations, visited the Cottesmore Hunt kennels and weekly meet, and toured the Ruddles brewery, where they

were entertained to lunch.

After a service at Cottesmore village church at which lessons were read by Lieut.-Cdr. Langriche and Group-Capt. Terry Carlton, RAF station commander, the visitors attended a reception given by Cottesmore Parish Council.

Daedalus tops

HMS Daedalus were victors in the Part II inter-establishment "It's a Knockout" contest. The team of AEMs under training took on eight other establishments at three-legged rugby, a field gun run, crazy football and trolley diving.

Otus's Jersey maid...

WHO SAYS that submariners' jerseys have no appeal...? They certainly do when worn by shapely Linda James, who slipped one on during her visit to the patrol submarine HMS Otus.

Linda, Maid of Honour to Jersey's Miss Battle of the Flowers, called on the Otus during the boat's highly successful stay in St Heller. As our other picture shows, Linda didn't need to put much effort into coaxing smiles from the sailors below.

With her (from left) are MEM(M) Atherton,

LS(TS) McKay, WEM(O) Warren and MEM(M) Gales.

Another visitor to the submarine was the Lieutenant Governor of the island, General Sir Peter Whiteley, who presented the South Atlantic Medal to the boat's first lieutenant, Lieut. Michael Washer.

Among those who showed the crew true Jersey hospitality were members of the local branch of the Submarine Old Comrades Association who spent many hours spinning tales from way back.

Pictures CPO(Phot) John Drew.



Boost for Invincible's jets Long-range Harriers!

PILOTS of 801 Squadron evolved new Sea Harrier tactics while HMS Invincible was taking part in a US Navy exercise off Puerto Rico.

The Squadron's Sea Harriers were fitted with air-to-air refuelling probes, the pilots then qualified in the "tanking" role, and the Royal Navy jets joined American F14s in providing continuous combat air patrols throughout the exercise at long ranges.

"Plugs" were taken from tanker aircraft from the US carriers John F. Kennedy and Dwight D. Eisenhower and, operating with USN EC2 aircraft, the Sea Harriers found their targets.

The performance of the Harriers was up to their usual high standard, with 801 Squadron

notching up 56 confirmed "kills" during three days of flying.

During the exercise Vice-Admiral J. A. Lyons Jnr., commander of the USN's Second Fleet, visited Rear-Admiral Robert Gerken (Flag Officer Second Flotilla) and Capt. N. J. Hill-Norton, commanding officer of the Invincible, on board the carrier.

Champagne send-off

Earlier in the deployment, while the Invincible was at Barbados, Capt. Hill-Norton relieved Capt. Jeremy Black, who was sent off in champagne style atop a gun carriage.

Barbados government ministers and security chiefs spent a day at sea in the ship, which sailed into Bridgetown just in time to help Mr. Joe Tasker celebrate his 84th birthday.

Joe, a radio operator in the fifth Invincible

in 1914, was given a party and a tour of the ship and presented with new First World War ribbons to replace his old set which is worn out.

Plans are under way to hold a reunion dinner of WOs and CPOs who served in HMS Invincible during the Falklands war.

If there is sufficient response, the dinner — probably in the form of a ladies' night — will be held in the WOs' and CPOs' Mess of HMS Nelson on September 17 — anniversary of the carrier's triumphant return.

Tickets are expected to cost £10-£15 a head. Anyone interested should contact CPOMA Jan Firth, RN Medical Staff School, RN Hospital, Haslar, ext. 2295.

● Rolls-Royce Pegasus engines which power the Sea Harrier have logged more than 15,000 flying hours since entering service with the Royal Navy in 1979.

Modelling service

A HOBBY kit service, now available to the Royal Navy from the Marine Society.

For some years the service has been enjoyed by the Merchant Navy and RFA.

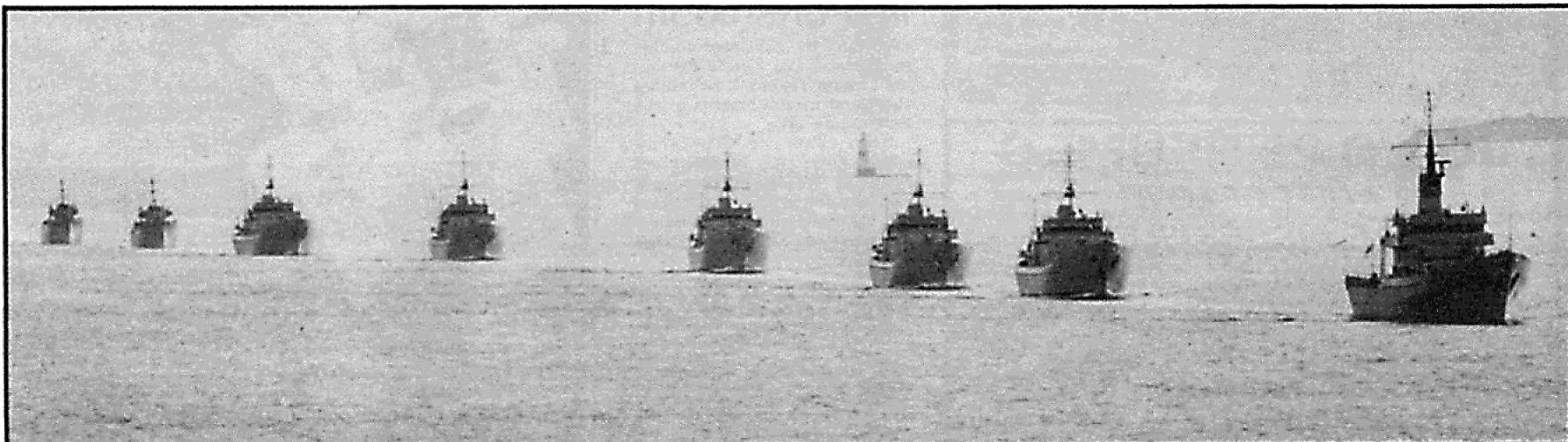
Anyone in the RN, or ship's welfare fund, requiring further information should contact Lieut.-Cdr. Richard Frampton, secretary, The Marine Society, 202 Lambeth Road, London SE1 7JW, tel 01-261-9535. There is discount for bulk purchases.

The thin grey line

LED by HMS Dumbarton Castle, seven other ships of the Fishery Protection Squadron make an impressive entrance to Rosyth Naval Base.

Five of the ships of the 16-strong squadron were returning from Antwerp and three others joined them from patrol.

The travellers from abroad were HM ships Dumbarton Castle, Jersey, Orkney, Anglesey and Alderney. They were joined by HM ships Walkerton, Soberton and Guernsey.



'Gandhi' goes out to ships

WITHIN days of "Gandhi" gaining a British record of eight Oscars, Sir Richard Attenborough's epic tribute to India's great leader was distributed to the Fleet through the Royal Naval Film Corporation.

"We are particularly pleased to get 'Gandhi' so quickly, especially in view of the American Academy Awards," said the General Manager of the RNFC, Capt. S. D. Hunsley. "We are among the first people to obtain 16mm copies."

Sir Richard is known to be a good friend of the Royal Navy and starred in many films portraying Service life in war and peace.

One of his earliest roles was as a young sailor in Noel Coward's film "In Which We Serve" made in the war years as a tribute to Lord Mountbatten's ship HMS Kelly.

"Gandhi" is the crowning achievement of Sir Richard's career, scooping an octet of Oscars at Hollywood — including awards for best film, best director and best actor (Ben Kingsley).

FILMS FOR THE FLEET

Full list of films on release to the Fleet is:

The Verdict (15) — Paul Newman, Charlotte Rampling. Newman was one of Ben Kingsley's rivals for an Oscar as a result of his fine performance in this. Directed by Sidney Lumet, it follows the tortuous attempts of an alcoholic lawyer to win one last big case against the might of a super-resourceful law firm. 20th Century Fox. J31.

The Return of the Soldier (A) — Julie Christie, Glenda Jackson, Alan Bates. Beautifully photographed adaptation of Dame Rebecca West's story about a First World War amnesiac. Further pain awaits him when he comes home to his upper-class wife (Julie Christie) — and to his working-class former girl friend (Glenda Jackson). 20th Century Fox. J32.

Party Party (15) — Karl Howman, Phoebe Nichols. One of those titles composed inexplicably of one word repeated. What's wrong with "The Party"? Too pedestrian perhaps for a film which is a comic account of a New Year's Eve thrash. 20th Century Fox. J33.

Fast Times (X) — Sean Penn, Phoebe Cates. Further instalment of the pain, perils and passion of American teenage life, detailing the awesome events in one academic year at Ridgemount High School. UIP. J34.

Airplane II The Sequel (PG) — Lloyd Bridges, Julie Hagerty. "Airport" disaster spoof with the same sort of black humour, puns and parodies as its predecessor — but this time set on a lunar shuttle. UIP. J35.

Gandhi (A) — Columbia-EMI-Warner. J36.

SPREADING THOSE GAPPING PAINS

THE DECISION to run on the Tribals and HMS Londonderry for a further period set Drafty the immediate problem of manning them. Most of the ships' companies were, after all, already detailed to move on.

That problem has been solved (no doubt not to everybody's satisfaction) but it seems a good time to highlight the shore manning position.

Without getting too deep into the numbers game, or the reasons why, Drafty is having to meet a much, much longer sea bill than predicted and to do this he has had to strip the fat off the shore bone and pick it clean.

The net result of this swing from shore to sea is extensive gapping ashore. With the exception of a small list of shore units which have a high manning priority, Drafty tries to spread the pain as evenly as

possible taking into account the important need to keep the training machine going and any special instructions he is given by Commanders-in-Chief.

There is no immediate solution, and Drafty, who also gets gapped, suffers the backlash from angry customers with pained stoicism, not least from those who must be placed out of preference to plug gaps elsewhere.

So you want to be an MEA...

ARE YOU an ME artificer candidate (that's the new-style mechanic)?

There has always been a queue to join the course at HMS Sultan but the ML requirement has been reduced recently because of a lower requirement for MEAs in 1986.

Recently the norm per course has been 30 but this has now been reduced to ten, meaning that if you are on the roster for MEACC and still remain as an LMEM(M) not passed for POMEM(M), then your chances are not good.

In fact you may be going backwards on the roster compared with other candidates who have passed for POMEM(M) because men who are confirmed petty officers, who are acting petty officers, or who have passed Fleet Board for petty officer automatically taken precedence over all other LMEM(M)s on the roster.

So if you are ambitious and determined to qualify for MEA the moral is obvious.

DRAFTY'S CORNER

An end to underwater turbulence?

FOR several years the number of Diving Supervisors (CPO or PO(D)) has failed to keep up with the rising number of new billets.

This shortage has regrettably resulted in increased drafting turbulence as well as more non-preference drafts, a problem currently the subject of much discussion and investigation both in and outside the MOD.

Meanwhile over the past few months some glimmer of light has started to appear at the end of what was a rather gloomy tunnel.

First the numbers on course,

Calling all drivers

DRAFTY needs to know if you can drive.

More and more drafts stipulate a current driving licence as a qualification and telling Drafty widens your drafting opportunity.

If you hold a DL and haven't told us, or passed your test recently, send in a new DPC giving us the news.

We also need to know if the law has taken your DL away for a spell, but spare us the reasons why!

or who have been nominated for the next PO(D) QC, look more promising. Secondly there has been an increase in the number signing on.

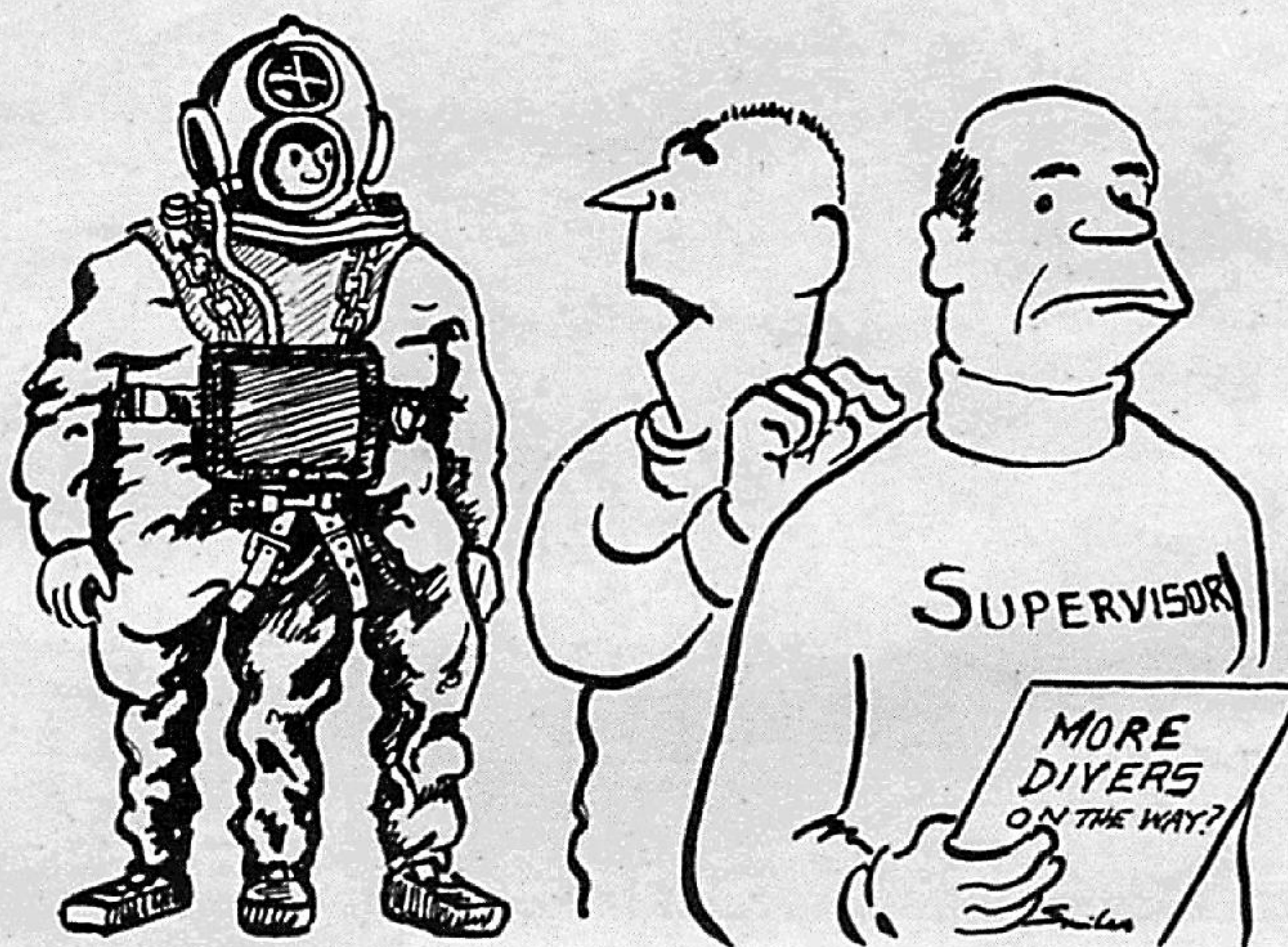
Also, the MOD has indicated that requests for extensions of service from suitably qualified and recommended senior ratings will receive favourable consideration. In addition to fifth / sixth Fives this also applies to limited one- or two-year extensions.

A study on future diving tasks has also been set in hand. This will seek to ensure that the number of men available is increased towards the expanding requirements.

OPPORTUNITIES

One of the first steps will be a reduction in the number of sea billets for CPO/PO(D). This is likely to affect some of the Hunt class in the near future.

The importance of the Diving Branch has been underlined by events in the South Atlantic and opportunities exist for extensions of service as well as advancement (the roster for PO(D) is DRY). Over to you!



What's a widger?

OUR reference in February's Issue of Navy News to the base ports of minor war vessels has prompted a number of inquiries on why we called them "widgers."

Drafty is a bit top heavy with old steam radar hands who recall those small and useful perspex symbols used on plotting tables as being "widgers."

Hence equally small and useful minor war vessels whose roles are so important for inshore and coastal work get the same collective title ... and they get pushed around, too!

Bigger courses on cooks' tour

AS ANNOUNCED in DCI (RN) 47 / 83, the Professional Qualifying Courses for cook ratings will be held in HMS Raleigh/ACCTC Aldershot once the RNSS has completed its move from Chatham.



The first LCKQC is due to commence at Aldershot on September 19, 1983; nine weeks of the 12-week course will be spent there and the remainder at HMS Raleigh. Numbers allowed on each course have been increased from eight to ten, which will help Drafty clear the backlog of ratings who have passed their PPE for LCK.

For those senior rates who have always wanted to have a go at instructing but have been put off by the location of the

RNSS we can now offer you the choice of Devonport or Aldershot.

The last PCKQC to be held at Chatham is from June 13 to July 29, 1983 and is fully booked.

With the Part IV trainee cooks now coming out of Chatham the shortages at the AB level are at last beginning to ease. The problem of the shortage of LCKs in shore billets remains with us and is likely to do so for the foreseeable future.

Ex-Part IV cooks are now being drafted to their first ships six months after leaving training. They are going to have to crack on with their task books if they are to complete them on time.

'Aha! Cooking the books, eh?'

• Carry on cooking — the Navy way — page 18.

Bosun's Call...

We specialise in presentation Calls in authentic regulation pattern, which make a delightful gift or award. Each Call is expertly engraved in traditional copperplate script with any inscription - e.g. a name, rank and number, or a short message to a sailor's girlfriend.

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Liaison team in Portsmouth

DURING the next two months, the Second Sea Lord's Personnel Liaison Team will be visiting ships and establishments in the Portsmouth area.

The team, comprising Lieut.-Cdr. A. J. Ellis and FCMEM W. G. Feebery, will give the following programme of presentations at establishments, as well as visiting ships alongside:

May: 3-4, Vernon; 9-10, Dryad; 11-12, Excellent; 16-17, Mercury; 18-19, Nelson; 23-24, Haslar; 25-26, Collingwood.

June: 7, Institute of Naval Medicine; 8-9, Sultan; 15-16, Dolphin; 22-23, Centurion; 28-29, Daedalus.

Presentations take in all aspects of service conditions, including manpower and drafting, pay and allowances, pensions and resettlement, welfare, accommodation and uniform. The team welcomes ideas and opinions from all naval personnel.

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MANLY LITTLE SQUADRON

First replenishment at sea practice for the three ships of the Raleigh Inshore Squadron — HMS Manly (left), HMS Milbrook (centre) and HMS Mentor. The vessels share a crest design.

Picture: Mike Lennon.

AMBLING ALONG at a few knots, three of the smallest ships in the Royal Navy have become familiar sights in the waters off Plymouth.

HM ships Manly, Mentor and Milbrook started work last year as sea-going "class-rooms" for new entry trainees at HMS Raleigh, and for many a raw recruit the busy little vessels provide the first taste of work in a Royal Navy ship.

HMS Manly, senior of the trio, was commissioned in March last year, followed by the Mentor in May and the Milbrook in June. Based at Plymouth, the Raleigh Inshore Squadron is led by Lieut.-Cdr. Brian Judd, commanding officer of the Manly. The Mentor and Milbrook are under the command of Lieuts. M. Coles and R. Norris respectively.

Ancestry

The three new ships, built by Richard Dunston of Hesse, replace the inshore MCM craft used by Raleigh — HM ships Dittisham, Flintham and Aveley.

Appropriately for vessels of the same class, the "Ms" have much in common when it comes to ancestry: the names of all three first appeared in Royal Navy service during the 18th Century and three destroyers bore their names during the First World War.

The first HMS Manly appeared in 1797. She was a 157-ton gun vessel built for coastal defence.

Renewal of conflict on the Continent in 1803 resulted in a fresh programme of small-ship building which included the second Manly, a 180-ton brig. She joined blockading forces in the North Sea but in 1806 was captured by the Dutch.

No fewer than five changes of ownership followed, with the

Dutch and Danish navies — as well as the Royal Navy — gaining possession of her. By the time the British finally recaptured her another Manly had entered service, so the older ship was renamed HMS Bold. The third Manly was similar

took part in the Zeebrugge action by screening monitors bombarding German batteries in the Ostend area.

Earlier in the war she was one of the three destroyers which fired torpedoes into the armoured cruiser Blucher during the Battle of the Dogger Bank.

The name was revived between 1939 and 1944 for a minesweeping base at Stornoway in the Hebrides.

Privateer

Early Mentors were a 20-gun ship captured from the American rebels in 1778 and burned by the Spanish off Florida three years later, a privateer also captured from the Americans and wrecked in 1783, and a brig hired by the Admiralty for the Revolutionary War.

HMS Milbrook has only two predecessors — a 150-ton schooner built in 1797 and an Admiralty M-class destroyer commissioned in 1915.

Battle Honours: Manly — Baltic 1855, Belgian Coast 1916-18, Zeebrugge 1918; Mentor — Dogger Bank 1915, Belgian Coast 1915, Zeebrugge 1918; Milbrook — Jutland 1916.

● Postcards in the ships of the Royal Navy series are obtainable from Navy News, HMS Nelson, Portsmouth PO1 3HH, price 15p each (minimum order 60p) including postage and packing (£1.50 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication (12 issues) can be arranged on receipt of a postal order or cheque for £3.50.

FACTS AND FIGURES

Displacement: 128 tons. Length: 23 metres. Beam: 6.4m. Draught: 2.7m. Propulsion: One Mirreles-Blackstone diesel. Speed: 10 knots. Range: 700 miles.

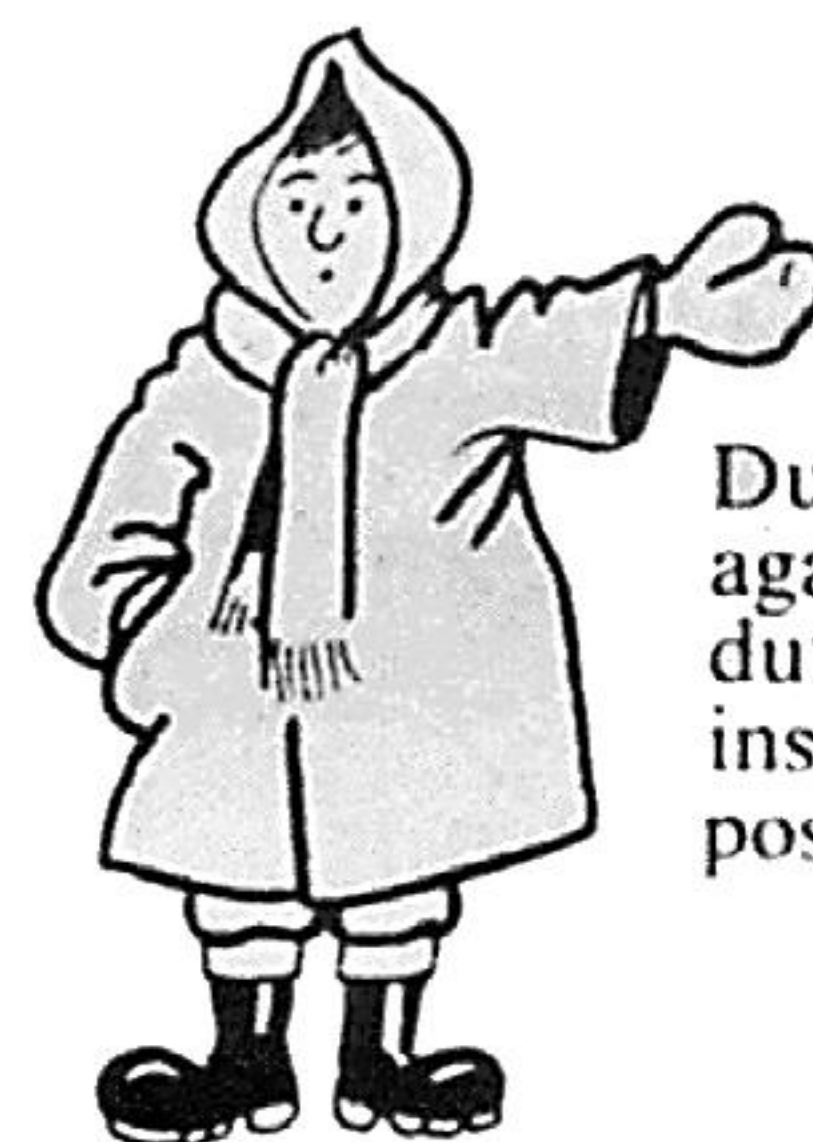
to her predecessor, while the fourth (1855-66) was a mortar vessel which took part in the destruction of the Russian fortress of Sveaborg during the Crimean War.

On return to Portsmouth she was laid up and uninspiringly renamed Mortar Vessel No. 6. By that time the fifth Manly had been launched, a screw gunboat which was never commissioned. She was laid up after acceptance trials and scrapped in 1863.

The next Manly appeared five years later and had a long life, serving for 44 years as an iron paddle tug. Soon after she went out of service, the seventh Manly was ordered under the 1913-14 torpedo boat destroyer programme.

One of three "specials" of the M-class, she saw action against German destroyers and submarines. She screened shore bombardments and took part in the Zeebrugge raid on St George's Day, 1918.

A predecessor of HMS Mentor, and a sister-ship of the First World War Manly, also



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HEY LOOK, THAT'S ME!

CAPT. T. H. P. Wilson, of Lymington, Hants, saw the picture of the Second World War HMS Tartar in Navy News (December Issue), and believed he was the lonely man in the eyes of the ship — the cable officer. At that time he was a sub-lieutenant.

Navy News was able to put Capt. Wilson in touch with the photographers, Messrs. Wright and Logan of Portsmouth, and he has now written to say: "Many thanks. I now have a copy of the photograph and can confirm that the lone figure is Sub-Lieut. Wilson."

The photograph was taken as the destroyer sailed from Portsmouth in April 1939.

**Tons
of
virtue**

IT WAS a delight to note (March edition) that a design and development contract has been placed for a new class of single-role minesweeper.

It is particularly interesting to note that they will be the same size as the original Ton-class coastal minesweepers, which have fulfilled such a useful position as not only minesweepers and minehunters, but also as general workhorses.

I was always surprised that having produced a GRP version of the Ton-class, the mould was broken up and the bigger Hunt-class produced. It now seems that the virtues of a vessel of about the Ton size have been recognised.

As one who has served in and commanded Ton-class vessels, admittedly for short periods, over several years, this new venture is most satisfying and to be applauded. — J. L. Galpin (commander RNR), Bedford.



LETTERS TO THE EDITOR

Only rating to own a loco?

I WAS interested to read (April issue) about the men from HMS Leeds Castle visiting Chatham and seeing the locomotive named after their ship. But I believe I can go one better as I actually own one!

I purchased a 1932-built diesel locomotive from a preserved railway for the princely sum of £300 in July 1980 and since then I and a civilian friend who purchased a half share in the machine soon after it arrived at its new home, the 1758 Middleton Railway in Leeds, have restored her to full working order.

The locomotive weighs in at 21 tons and was built by the famous Leeds firm of Hudswell, Clarke and Company in 1932 as their works number D577. Named Mary, she spent all her life at a Limestone quarry in Derbyshire before going to the Severn Valley Railway in 1972, and then being purchased by me.

I have often wondered if I am unique among naval ratings —

certainly there can't be many others who have a half share in a railway loco. — Ian Smith, MA, RN Hospital, Haslar, Gosport.

Apollo's top speed

I HAVE seen the correspondence about HMS Apollo (fast minelayer, first commissioned 1944) and her speed.

I was privileged to be the first captain of her when she was handed over in the Hebburn yard of Messrs. Hawthorne Leslie, and carried out her acceptance trials.

I am quite sure that we achieved a full speed of 40 knots on trials, and that we used something approaching that speed during the 18 months that followed, during which time we laid something over 8,000 mines in Murmansk approaches, Norwegian fjords, on the Normandy coast and in the Western Approaches to embarrass the snorkelling submarines.

If I remember rightly we "cruised" at 300 rpm which gave us something over 30 knots. — John Grindle Captain RN (retd.), Portchester, Hants.

● Ex-LS S. J. Crabb of East Ham, London, and ex-CPO F. Bischo of Oxford have also written to say they remember the old Apollo reaching speeds in excess of 38 and 40 knots. — Editor.

The end of U852

YOUR review of Cdr. Compton-Hall's book (March edition) stirred a memory.

U852 was not to survive for more than a few weeks after the atrocity in the South Atlantic. In May, 1944, she was driven aground at Bender Beila in Italian Somaliland.

I was aboard HMS Fishguard, the ex-US coastguard cutter despatched to the scene. As I recall, the crew were happily playing football on the beach when the Fishguard arrived.

The whole of the U852 episode was recorded in "The Pelus Trial", a volume in the "Famous War Crimes" series. — B. D. Watson, Bo'ness, West Lothian

Tartar saved by skill

I KNOW I wasn't the only one on board HMS Tartar, but when you wrote about her in Navy News (December) I had to put pen to paper.

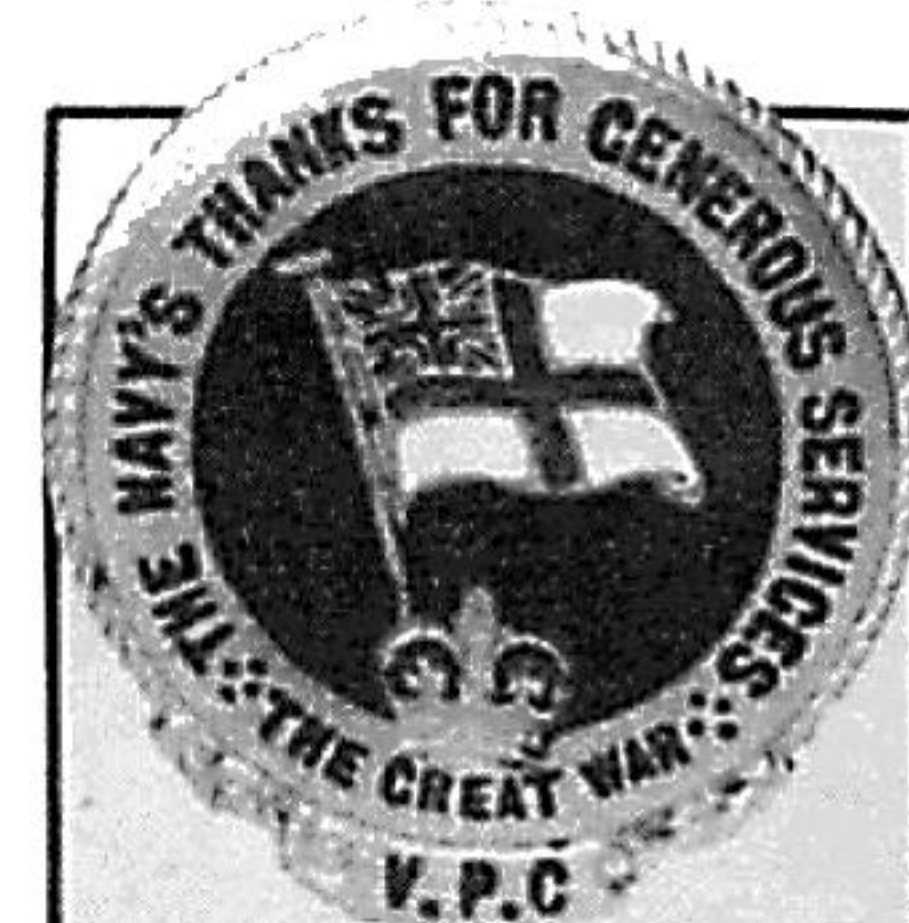
You called her "Lucky Tartar" but I believe that another 246 officers and men would agree that it was not only luck but the seamanship of Capt. St John Tyrret. Had it not been for him on several occasions the Tartar and crew would have been lost. — A. Walgate, Leicester.

Commonwealth cemetery

AS HAS been pointed out, HMS Liverpool was not sunk in the Second World War, but was eventually broken up in 1958, the bell being given to the Commonwealth War Graves.

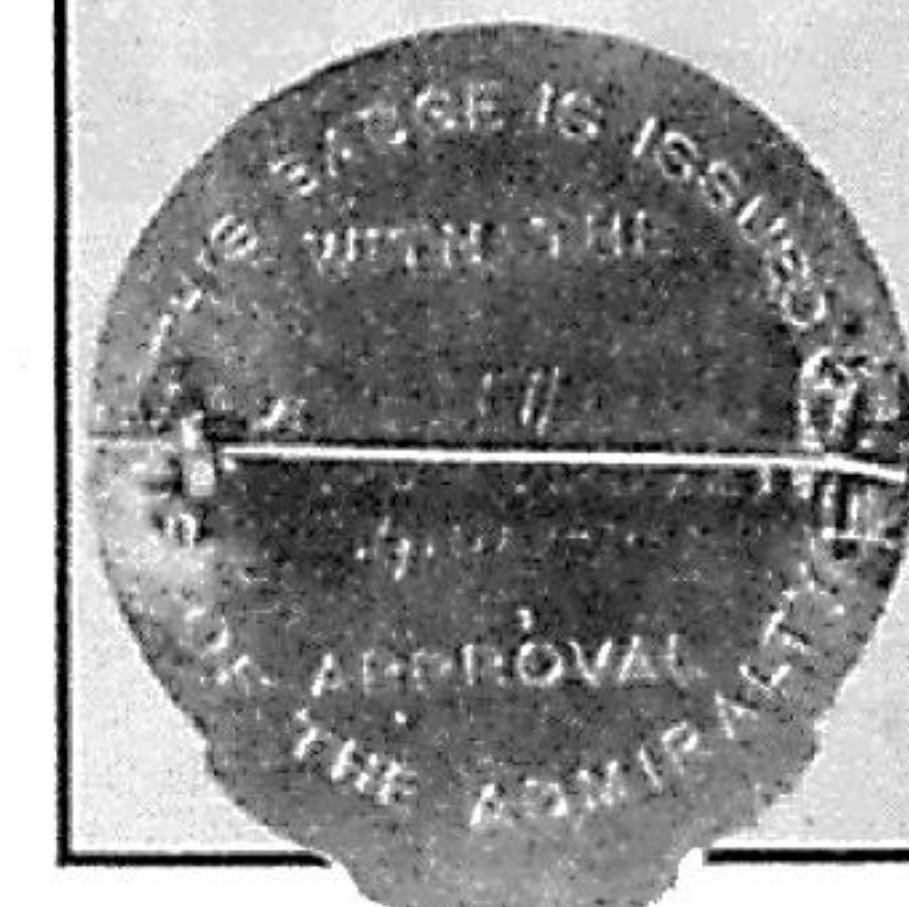
It now hangs at the gatehouse, Tobruk. It is wrong to refer to "British war graves" as there are interred there British, Australians, New Zealanders, South Africans, Indians, Poles, French, Greeks, Czechs and Sudanese.

In all there are 2,305 "known" graves, and 171 "unknown". — Ken Rumbold, U.K. Federal Vice-President, The Rats of Tobruk Association.



Badge baffler

THESE pictures are of a badge belonging to Mrs Cole, Keepers Cottage, Hinton Ampner, which was presented to her father, Mr E. G. Banham. Various museums have been contacted but are baffled by the badge, which Mrs Cole believes was awarded to selected civilian workers for the Navy in London Docks. Can anyone throw light on it for her?



Aggie's medal

I WAS interested to read (April edition) about Aggie's, run by Mr. and Mrs. Cropley in Rosyth.

I have one of Aggie's medals, which was presented if you signed the pledge and kept it for a year. They must be pretty rare, I would think. — R. J. Jenner, Ex-CPO cooper, Hythe, Kent.

Brazen sunk

I FOUND great interest in your report (March edition) about the sinking of HMS Brazen.

The Brazen was not hit by a bomb, but had her back broken by a very near miss of a stick of bombs down the starboard side.

The ship's company was taken off by HMS Boreas (in which I was serving) going alongside her fore-castle, and very few "Brazen's" even got their feet wet.

Five days later it was our turn, and we were hit by two bombs through the bridge, resulting in many casualties. Near misses caused extensive damage to machinery and gun mount-

ings, and our freeboard was only about a foot when we secured in Dover Harbour. — S. C. Harrison, Dursley, Glos.

I was sorry to read of the old Brazen's sad end. Even before the war the ship did a great job, being involved with the Italian-Abyssinian war, Palestine and the Jewish invasion, and the Spanish Civil War. — J. H. Williams (ex-CERA), Chatham.

My late father, AB Edward Richard Jones, RFR, was one of the gunners who downed one of the three aircraft which attacked the Brazen, for which

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Jack

BY TUGS



Medal ceremony was a real let-down

I HAVE just got to put pen to paper before the pent-up frustration I am feeling explodes. The cause of these feelings is the unfeeling, uncaring, way in which my husband received his South Atlantic Medal.

I was not expecting anything elaborate, but just a little more personal than the way my husband received his.

He was waiting in a queue outside the Naafi on board his present ship, when a person passed by and gave it to him, saying: "This has arrived in the post for you. I don't think we have to do anything special, so you may as well have it."

My husband served with the spearhead group from Gibraltar until HMS Hermes took over. His ship went through hell; his family the same. He lost mates and friends, more like brothers, in his ship.

Then he has his medal given to him this way. All I can say is THANK YOU VERY MUCH. He does not know I have written this. — "Proud Wife" (name and address supplied).

● The system has been for commanding officers to make arrangements for the issue or presentation of South Atlantic Medals as considered appropriate and it is known that large numbers have been handed

over at proud and pleasant ceremonies, formal and informal. Hopefully, incidents like that described here have been few and far between. — Editor.

Thanks to Glasgow

MAY I express my deepest gratitude to those in the CPOs' Mess of HMS Glasgow who took a little rose bowl to the Royal Hospital for Sick Children on my behalf.

It was in memory of a very lovely little boy who went to heaven last October. He's greatly missed, but I have heard from the hospital that he's much remembered. — Helen Aitken, Southsea, Hants.

Inglefield clips

I WRITE in reference to the February issue announcement of the withdrawal, for cost reasons, of the Navy's Inglefield clips.

Before I retired a couple of years ago from our section of the largest chemical plant on Teesside, I was instrumental in the setting up of a flagstaff, complete with spliced guy-wires. Needing halyard blocks, I was

offered at a Middlesbrough ship chandlers some fibreglass clips — swivel and non-swivel. They proved to be quite suitable and strong. I was given to understand that they were also supplied to the Merchant Navy. — C. W. Codner, Hartlepool, Cleveland.

Bunting banter

AFTER seeing the February issue of Navy News, may I offer this ode about the new flag swivels.

"We've lost the swivel," the Buntings cry.
"It says so in this DCI."
The Inglefield is being changed
As ends of flags are rearranged.
Fixed-eye clips are here, and so
The swivel clip will have to go!
Clips, flag, with swivel or without —

This latest change has come about
As "alley" bronze ones, costing more,
Have shown old gun metal the door.
"Essential requirements" is the game

As cutting costs is now the aim.
For bunting tossers everywhere
The wind of change is in the air.
Now to make this tale complete
Who wants some old clips,
going cheap?

— Mike Williams, HMS Achilles.

Gibraltar's donation

AS A regular reader of Navy News, I am sorry there was no mention of the £63,311 Gibraltar donated towards the South Atlantic Fund, plus a voucher worth more than £10,000 for air flights and hotel accommodation for Service men injured in the Falkland campaign to come here and convalesce. — George Russo, Gibraltar.

Slice of tradition

NOWADAYS, when a warship commissions or recommissions, there is an elaborate ceremony which includes the ritual cutting of a cake.

This practice is generally described as being in the old tradition of the Royal Navy. But when did this "old tradition" start?

My recollection of commis-

SEAPLANE HANGAR TO MOVE

A GENUINE 1917 Royal Naval Air Service seaplane hangar is still intact at HMS Osprey, Portland, and will shortly be dismantled and moved to the Fleet Air Arm Museum at Yeovilton.

Unfortunately the exterior has been re-clad with corrugated asbestos sheeting, and the museum wishes to restore it to the original state.

If any reader has copies of the plans, or photographs of it before it was altered, the museum would be very grateful to see them.

Once re-erected and restored, it is intended to display within the hangar aircraft of the First

World War and earlier types, which will not only be a fitting background for them, but will also free space within the museum itself for other exhibits.

Elliott Hangar, as it is known, has been constantly in use at HMS Osprey as a recreational hall, and has therefore been kept in excellent condition. — Peter Craig (Cdr. RN ret.), Fleet Air Arm Museum, RN Air Station, Yeovilton, Somerset.

Send in the Wrens!

NOW THAT we are settling in quite nicely down here, would it not be possible to embark a couple of planeloads of the WRNS to the Falklands front line? I am quite sure there would be numerous volunteers to support the men in all three Services.

They would, of course, be entitled to the pound extra a day, the freedom of the islands which, I may add, are quite picturesque at any time of the year, especially for any budding bird watchers.

They would also, I am sure, relieve the workload of the troops already down here for a term of duty. — B. J. Whitaker, LRO (G), HMS Cardiff.

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by near miss

he was awarded the DSM, presented by King George VI at Buckingham Palace.

The Brazen was also involved in the attempted rescue in 1939 of the submarine Thetis, which went down during her first submerged builders' trials in Liverpool Bay. — Cyril (Taffy) Jones, Bangor, Gwynedd.

The article about HMS Brazen is not correct. The facts are that we sailed from Dover on a Friday the 13th (either October or November) 1939 and found men bobbing about in the water. The skipper stopped engines and there was a

mass rescue.

The men were survivors from U49 which had struck a mine during the night. Rear-Admiral Dover gave us a tremendous rocket for stopping engines without investigations first. There was an old German ruse to jettison debris (including dummies) so that if a would-be rescuer stopped engines she became a sitting duck, for a torpedo.

The Brazen was, however, involved in the sinking of a submarine in Vaagsfjord while escorting troopships to Norway. — Nobby Hunt (ex-CYS), Guiseley, Leeds.

I'm Kevin — fly me

SOCCKER star Kevin Keegan "signed on" with Newcastle all over again — this time when he was guest on board HMS Newcastle as she revisited the city of her birth.

When Kevin was welcomed on board the Type 42 destroyer with his Newcastle United team-mates he was able to inspect for the first time his namesake in the ship — a Lynx helicopter.

By coincidence the aircraft was transferred from HMS Southampton soon after Kevin had transferred from Southampton FC to Newcastle. The aircraft was immediately nicknamed "Kev".

Here Kev's keepers try out the real Keegan. They are AEMN(R)2 Bill Bailey (left), POAEM(M) Terry Jones and the flight commander, Lieut.-Cdr. Ian Gregory.

COMPUTER

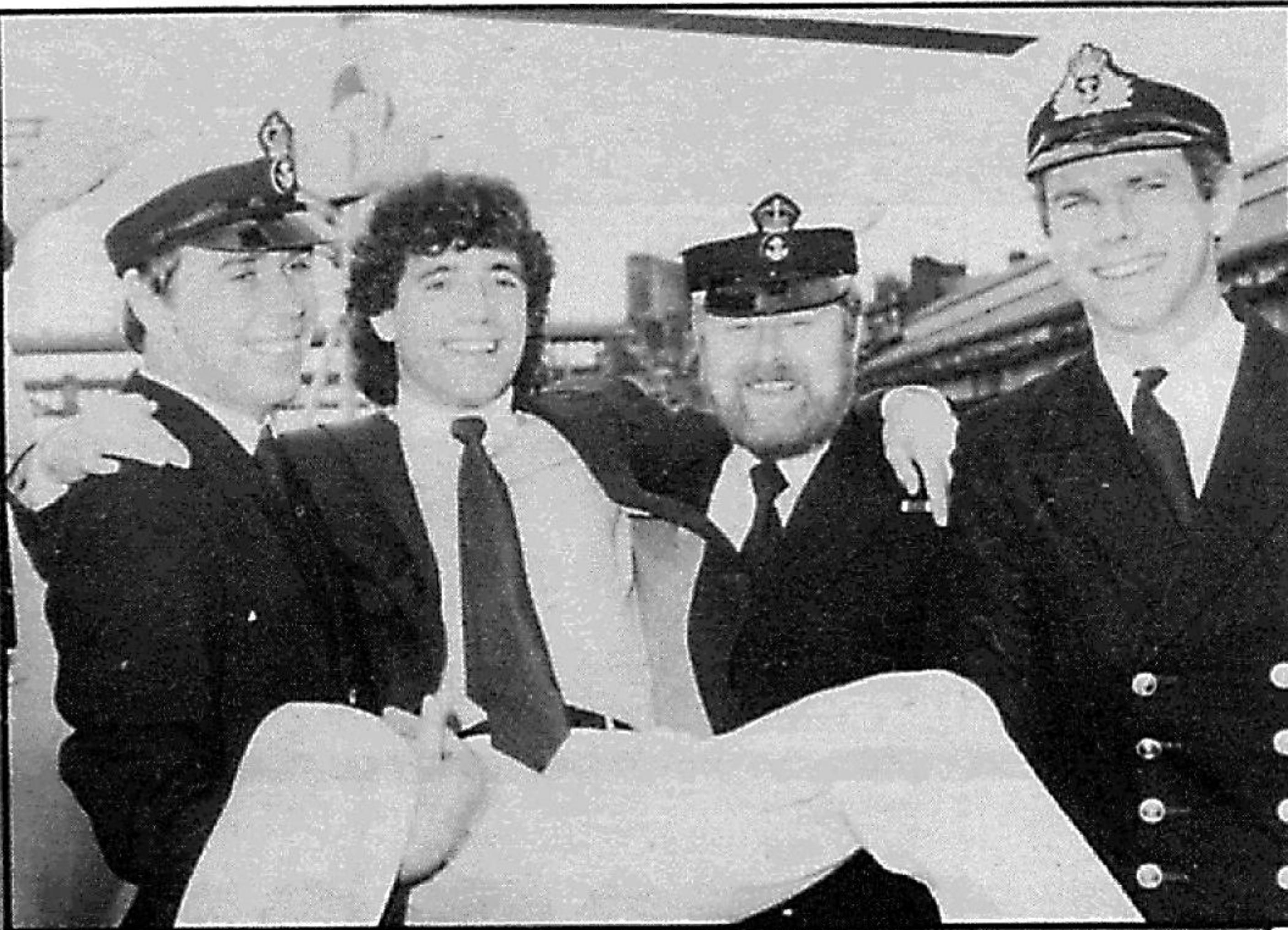
While in Newcastle the ship's company took the opportunity to present a £500 computer to Percy Headley School for the Disabled. The machine, designed to help the severely

handicapped, was paid for by the proceeds of a "garden fête" organised on board by the petty officers while the ship was returning from the South Atlantic.

The BBC Model B computer was handed to the headmaster by the commanding officer, Capt. Tony Hutton.

But the flow of help was

not just one way: £300 was presented to the ship by the Jubilee Club of Newcastle and will pay for sports equipment including football strip and hockey sticks.



Sailor in epic tow praised by C-in-C

AB Dave Coates has received a C-in-C's Commendation for the way he tackled his duties as a member of a towing party transferred from HMS Ajax to a cargo vessel adrift between Sri Lanka and Malaya last June.

The tow lasted five days and the towing party had to contend with inadequate gear and appalling living conditions.

NIGHT EYE

Another commendation has been awarded to CPO George Elrick of 772 Squadron for his work on the development, installation and operational use of an infra-red night viewing system used by naval helicopters during the Falklands war.

A specialist in electronics, CPO Elrick took part in six operational missions, including SAS and SBS sorties.

Glamorgan sails out

HMS Glamorgan, hit by an Exocet missile in the Falklands war with the loss of 13 lives, returned to sea on April 12 with her helicopter hangar and galley rebuilt after almost nine months in Portsmouth Dockyard hands.

The County-class destroyer also has an updated weapon system including close-range guns, and is equipped to carry a Lynx helicopter.

Her sister-ship, HMS Antrim, was rededicated 12 days before at Portsmouth (see Page 31).

Euryalus looks on the bright side

HMS EURYALUS, which returned to Devonport at the end of April after taking part in Exercise Springtrain in the Mediterranean, has had her fair share of sunshine during the past few months.

Before crossing the Atlantic to Gibraltar for Springtrain, the frigate had taken part in the Caribtrain deployment to the West Indies and America.

First visit of the deployment was to Jacksonville, Florida, in company with HMS Battleaxe, after which the ships exercised on the test range off Andros Island in the Bahamas. The Euryalus successfully fired an Ikara missile.

The ship's short visit to St Thomas in the Virgin Islands was marred by the death of mugging victim SEA(M) Terry Trowsdale. The frigate then sailed on to a ten-day leave and maintenance period at Antigua.

365 beaches

Wives and girl friends flew out to join their men, and the island's 365 beaches were put to good use.

A team of marine engineer ratings spent eight days working at Nelson's Dockyard in English Harbour at the south end of the island. A jetty was renovated for the first time since 1889, much painting was done, and moorings were checked.

Final call before the Euryalus turned for Gibraltar was a brief visit to the island of Barbuda,

where a banyan was held and the ship's cricket team was soundly beaten in a match watched by most of the island's population of 1,200.

TRIBUTE to "enhanced readiness and numerous successes" was paid to the Exercise Readex combined battle group by the flag officer in command, Vice Admiral Ace Lyons.

In a signal to all participants — including HM ships Invincible, Bristol, Euryalus and Rhyl — he complimented them on their hard work and enthusiastic professionalism.

On completion of the exercise, which formed part of the Caribtrain deployment, Admiral Lyons presented a commemorative plaque to the Royal Navy flag officer, Rear-Admiral Robert Gerken, on the bridge of the British flagship HMS Invincible.

ASWE man wins Navy chess title

A CIVILIAN working for the Admiralty Surface Weapons Establishment took the victor ludorum title at the Royal Navy Chess Championships held this year at HMS Collingwood.

Winner Mr Arthur Brameld was also presented with the RN Postal Chess Championship display, under contest for 18 months.

Royal Navy Chess Champion was Cdr. Henry Farmer, Yeovilton, and RN Quick-Play Champion Lieut.-Cdr. Laurie Brakenbury, of FOSM staff.

The three-day event, cancelled last year because of the Falklands war, was opened by the Captain of Collingwood, Capt. Anthony Wheatley.

Mountbatten showpiece

SYMBOLS of the naval career of Admiral of the Fleet Earl Mountbatten of Burma, including HMS Kelly, are depicted on an engraved glass goblet which has gone on show to the public at Broadlands, Romsey.

The Mountbatten Memorial Goblet, commissioned in 1981 from the artist Honoria D. Marsh by Lord and Lady Romsey, combines many of Lord Mountbatten's interests and distinctions.

It was unveiled on March 28 as part of the Mountbatten Exhibition at the late Earl's stately home in Hampshire by his elder daughter, Countess Mountbatten of Burma, mother of Lord Romsey.

Wrens' day of colour

FOR the first time an all-WRNS morning Colour party was on duty at HMS Caledonia to salute the visiting Director WRNS, Commandant Patricia Swallow.

The party was composed of Second Officer Gillian Ingram (who became Caledonia's first WRNS officer of the day in January), LWren DSA Janet Gill (bugler), Wren WTR Jane Wright and Wren WTR Linden Cartwright. First Officer Jane Hincks conducted the Director around every WRNS section in the establishment.

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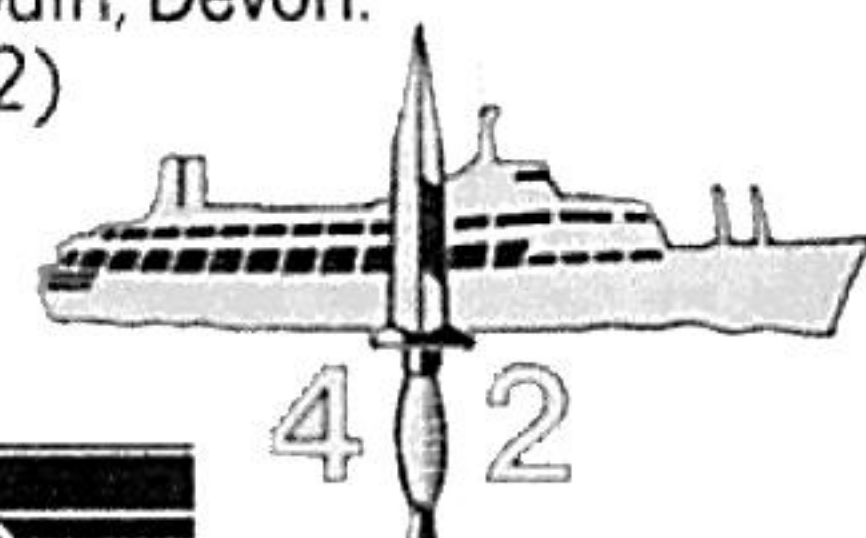
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PENINSULAR WAR FOR FEARLESS...

COLD WINTER it was called — and cold winter it really was for the 1,730 men of HM ships Fearless, Hermes and Amazon who journeyed nearly 200 miles inside the Arctic Circle.

Exercise Cold Winter 83 was a multi-national naval and amphibious exercise to test Allied ability to reinforce northern Norway in winter.

The Fearless — wearing the broad pennant of the Commodore Amphibious Warfare (Commodore Peter Dingemans) — and the Hermes together landed the men and equipment of 3 Commando Brigade on the northern beaches of a snowy, pine-covered peninsula near the tiny town of Harstad.

With Dutch support, the Commandos "fought" their way inland against pre-positioned Norwegian troops and American forces in the southern half of the peninsula.

Air 'attacks'

The exercise provided for air and submarine attack against the force of ships as they crossed the North Sea and pushed up through the Norwegian "inner leads," narrow waterways between the Norwegian mainland and the myriads of tiny offshore islands.

RAF Buccaneer aircraft from 12 Squadron "attacked" at low level, and Norwegian submarines and fast patrol boats launched mock attacks against COMAW's ships, which included the Amazon, three Norwegian warships and two Danish troop-carrying merchantmen taken up from trade — the Dana Corona and Dana Fortuna.

HM ships Hermes and Amazon and RFA Appleleaf detached from the flagship on



RFA Appleleaf replenishes HMS Fearless and HMS Hermes at sea. The picture was taken from the Hermes's flight deck during Exercise Cold Winter.

Their morale is ski-high

THESE five lucky Wrens volunteered to accompany the Royal Marines during training in Norway. From left they are: Wren WTRs Ann Easter (Centurion), Barbara Fox (Lympstone), Josie Overton (Collingwood), Jackie Garden (CINNAVHOME) and Tracy Lloyd (3 Commando Brigade).

They were with 3 Commando Brigade HQ and Signal Squadron in the

Lillehammer area for two months. And when not engaged on duty they spent as much time as possible with the Marines while they were ski training.

Barbara Fox and Ann Easter also sampled a night in a snow trench in temperatures of minus 15 degrees C. Their verdict? — "An experience, but we wouldn't like to do it again."

arrival in the Harstad area to pursue the maritime training phase of the exercise, while the Fearless stayed inshore to support 3 Commando Brigade on land.

The Fearless then spent 48 hours in Harstad harbour for a cold, but interesting, run ashore.

To take part in the exercise the Fearless had carried out a successful role change from Dartmouth Training to Amphibious Ops in four hours after returning from the United

States and West Indies.

Embarked for the return trip from Norway were four Lynx aircraft of 3 Commando Brigade Air Squadron and, as the squadron was re-equipped with the Lynx only last November, this was a "first" for Fearless. Rigid Raiders of the RM Boats Squadron were also brought back.

Following her return to Portsmouth, the Fearless underwent an assisted maintenance period before heading north again in early May.

Mercy fliers ease Easter distress

SEA KING helicopters from RN air station Culdrose carried Royal Navy doctors and firefighters to a French ferry stricken during the gales of early April.

Distress calls flooded in as high winds and heavy seas swept the Channel and Western Approaches for several days:

- During Easter the Culdrose Search and Rescue crew was scrambled eight times in appalling conditions.
- A Russian sailor suffering from abdominal pains was airlifted from a Soviet bulk carrier by an SAR helicopter from HMS Daedalus.
- On April 11 the master of a 40,000-ton Panamanian bulk carrier was lifted from his burning ship by a Sea King from New York-bound HMS Hermes.
- On the same day ratings stood by boats at Portland naval base when a Force 8 gale combined with a high tide threatened the town with flooding.

One man died and 70 people were affected by smoke when fire broke out in Brittany Ferries' Armorique on her way from Roscoff to Cork. Culdrose Sea Kings carried firefighters and medical aid to the ship 20 miles north of the Scilly Isles.

The ferry, with 700 passengers on board, put into Mount's Bay, Cornwall, where the smoke victims were treated at the West Cornwall Hospital before the ship continued.

Helicopters from Culdrose were also called out that weekend to search for missing divers, a missing swimmer, to rescue five windsurfers in difficulties — and to collect a pregnant

woman, her husband and a midwife from the Scillies and take them to Trerule Hospital, Truro.

HMS Hermes's helicopter rescued South Korean Capt. Yu Jong Su of the 40,000-ton Bay Club after his 26 crew had taken to the lifeboats. He returned to search in vain for a missing man and would only agree to be winched off after remaining on board for 15 hours.

BURNS

Capt. Yu was flown to the Southampton-bound container ship Dart Atlantica which had earlier picked up his crew. Meanwhile a second Sea King from the Hermes lowered one of the carrier's medical officers to the Dart Atlantica to treat the Bay Club's second engineer who had suffered burns.

Casualty evacuation from the Russian ship Marshal Konev was made on April 7 by a Daedalus helicopter piloted by Lieut. Norman Lees. The sick seaman was flown to the RN Hospital, Haslar.

Bravery award

A SAR Diver from Culdrose's 771 Squadron has been awarded the Royal Humane Society's Testimonial on Vellum for attempting to rescue a doctor from the yacht Ladybird last July. POACMN Dave Wallace insisted on braving hazardous conditions to search the partially sunken craft lying close to shore in heavy weather off St Ives.

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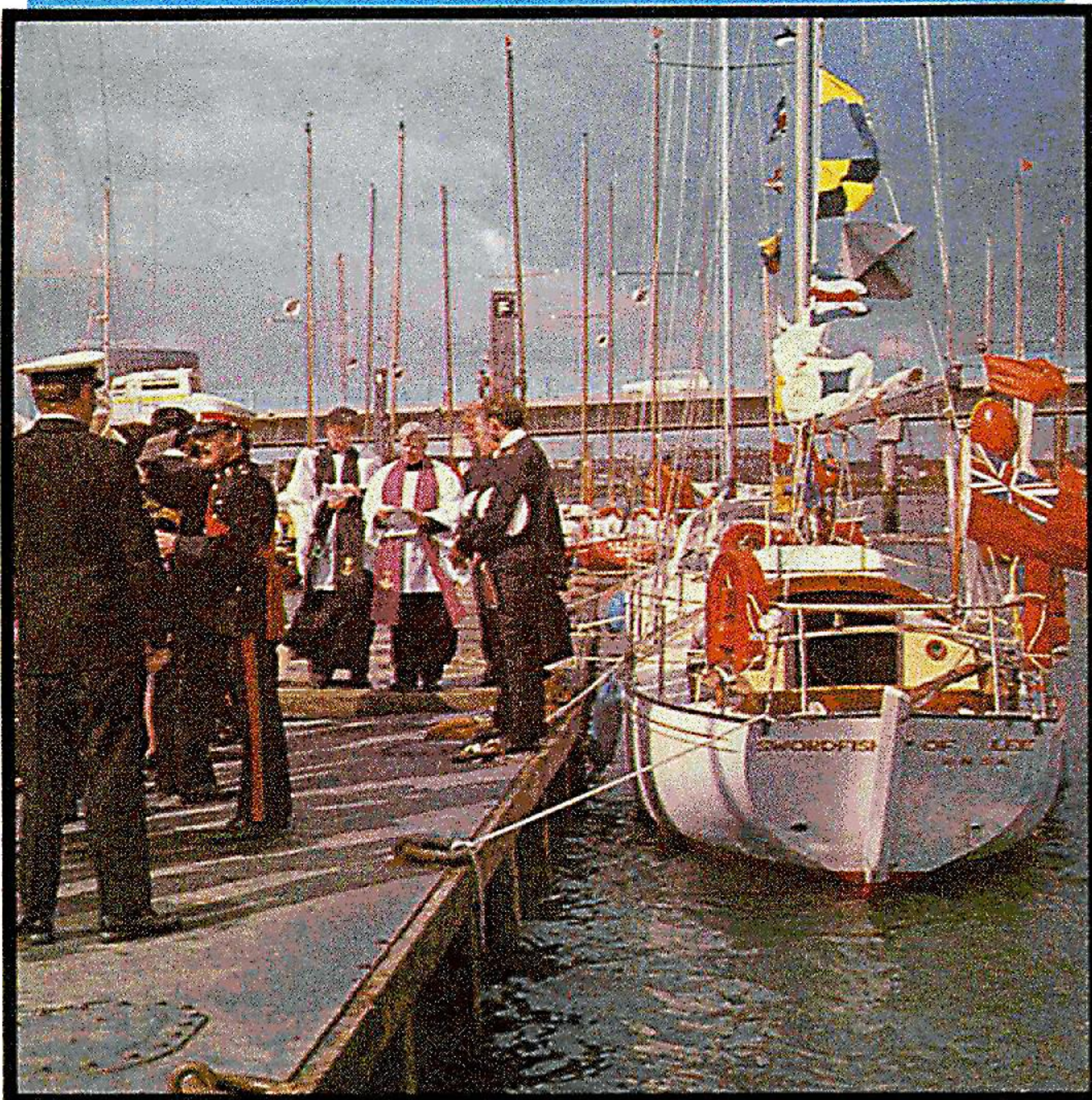
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Swordfish returns



IN BLUSTERY winds an informal rededication ceremony of the yacht "The Swordfish of Lee" took place at the Joint Services Sailing Centre, Hornet, Gosport.

The ceremony was attended by Capt. Harry Megson, the Captain of H.M.S. Daedalus and the Royal Naval Sailing Association (Naval Air Command) Branch Captain, and was conducted by the Rev. F. T. Lynn, Father T. McGlynn and the Rev. S. M. Rae.

The yacht has been rededicated after 15 years of constant use, having travelled tens of thousands of nautical miles in the cause of adventurous training for service personnel at H.M.S. Daedalus. It has also been chartered privately to service members and their families.

A comprehensive refit mechanically and structurally has been carried out mainly by PO "Tomo" Thompson, the Naval Air Command yacht bosun, and 18-year-old Andy Sore of Anson Close, Rowner, who is taking part in the Youth Opportunities Scheme.

London honour for RNR

AT a ceremony in Guildhall on April 18, the Lord Mayor and Corporation of the City of London formally recognised London Division RNR as a City Volunteer Force.

Recognition of "privileged" regiments and military units with close City connections has occurred only nine times over several centuries. Although one of these is the Royal Marines, the honour had not previously been extended to the Royal Navy.

Formed in 1903, London Division RNR now has its headquarters in HMS President, moored within the City boundaries on the Victoria Embankment.

Sir Anthony Jolliffe, who as Lord Mayor is also Admiral of the Port of London, unveiled the HMS President plaque at Guildhall.

Excellent 'first'

FOR the first time an RAF officer inspected and took the salute at the end-of-term Ceremonial Divisions at HMS Excellent. He was Assistant Chief of Staff (Ops.), Air Vice Marshal J. W. Price.

New destroyer is tied up in Notts

A HAT of Sherwood green worn by Lady Leach when she was guest of honour at the commissioning of HMS Nottingham at Portsmouth on April 6 symbolised the ship's many links with her namesake county.

The ninth Type 42 destroyer has 18 affiliations with the City of Nottingham and its environs, ranging from Notts County Football Club to Home Breweries and including two radio stations and two Sea Cadet units, TS Newark and TS Orion.

CIVIC GUESTS

Many were represented at the commissioning, where the civic guests were headed by the Lord Mayor and Lady Mayoress of Nottingham, Cllr. and Mrs. P. Burgess, and other guests included the President of Nottingham RNA and his wife.

Lady Leach, wife of Admiral of the Fleet Sir Henry Leach, was the ship's sponsor, having launched the Nottingham at Vosper Thornycroft's Woolston yard on February 18, 1980.

The service was conducted by the Chaplain of the Fleet (the Ven. Raymond

Roberts), the Rev. D. Lacy and the Rev. D. F. Huie.

Music for the ceremony was provided by the Band of the South Nottinghamshire Hussars Yeomanry RHA and the commissioning cake was cut by Mrs. Susan Essenhigh, wife of the ship's commanding officer (Cdr. Nigel Essenhigh), assisted by the youngest rating, SEA(R) Timothy Jones (17).

F40 MEETS 40F

COMMANDING officer of HMS Sirius, Cdr. Peter Melson, was reviewing officer at the annual inspection of 40F (Maidstone) Squadron of the Air Training Corps. He flew from RN air station Portland in a Lynx helicopter to renew links with the squadron, whose number is the reverse of the Sirius's pennant number (F40).

Cochrane

WATERFRONT 'BUSINESS' IS BOOMING

MENTION the Multi-Coloured Swop Shop to anyone connected with Scotland's small-ship Navy and the conversation will turn not to some glittering television programme but to a functional and busy building on Rosyth's waterfront.

The "swop-shop" tag is the inevitable sailors' nick-name for the Fleet Base Multi-Purpose Store, part of the base supply organisation centred on HMS Cochrane which helps to keep the busy small-ship fleet running.

Ships of the Fishery Protection and Mine Counter Measures Squadrons do not carry supply staff on board and are therefore run as tenders to Cochrane — relying for their everyday needs on a shore support set-up which could be described as a hypermarket, mail order service, restaurant, take-away and bank all rolled into one.

The "swop-shop" and nearby bulk store provide first-line stores support to ships either over-the-counter or by "mail order" — handling everything from rope to rump steaks and loo rolls to outboard motors.

DRINKS FOR DIVERS

Offices in the multi-store building also monitor the ships' victualling accounts — calculating expenditure and allowances to a fraction of a penny, such as the 10.4p a day a diver gets for an extra hot drink — and the men's personal pay accounts, covering more than 50 tenders and outstations.

Catering for large numbers is also all in a day's work for Cochrane's vast main galley, which provides meals for 800 members of Cochrane ship's company, the Fleet Base, and ships in refit.

As well as an impressive variety of facilities — full meals, snacks, salads, fast foods — the galley also provides a microwave "meals-on-wheels" service, plating-up the food to be transported to the refit ships and other outposts and converted to steaming-hot dishes at the flick of a switch.

Cochrane's hard-worked catering staff also have to be prepared for the unexpected. Earlier this year they were called on to feed an extra 400 sailors from HMS Hermes, stranded ashore by bad weather.

Paying bills in war and peace

HMS COCHRANE's Cash Office — what might be termed the "banking" side of the Rosyth ship support operation — has a total public account turnover of up to £2 million a month.

Wages paid through the bank amount to £1¼ million a month and half the 2,900 accounts carried are in the Fishery Protection and MCM Squadrons.

The Base Cash Office in Cochrane monitors the ships' accounts, pays their bills and ensures that enough cash is available to meet their needs. The money held by the ships at any one time amounts to about a quarter of a million pounds.

The Cash Office also provides advice on and payment of disturbance allowance, removal expenses and house purchase advances and the supply officer (cash) provides business advice and assistance to families of naval personnel killed.

Bills paid by the office have varied from those for calculator batteries to prisoner-of-war pay of £14.12 to Lieut.-Cdr. Astiz of the Argentine Navy when he was on board HMS Dumbarton Castle in May 1982.

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THE ROYAL NAVAL BENEVOLENT TRUST

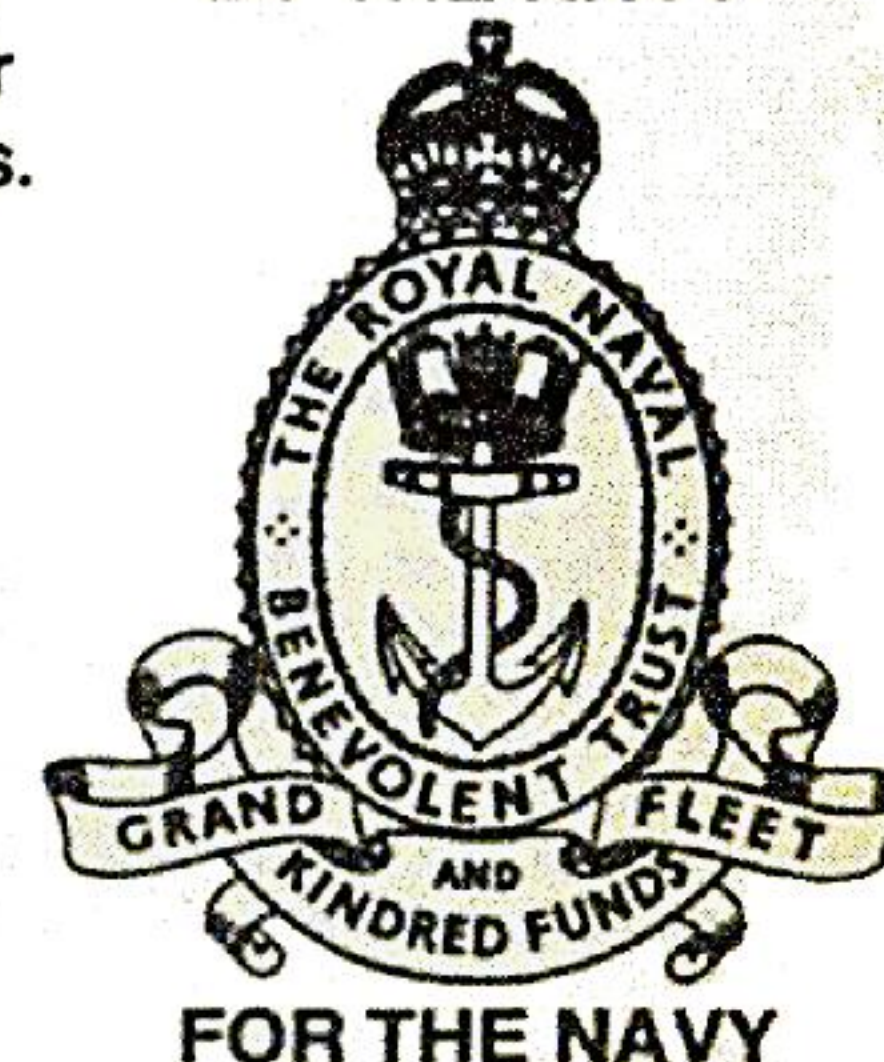
RNBT is the Navy's own benevolent fund, administered by Committees of serving and ex-serving ratings at Chatham, Devonport, Portsmouth and Rosyth, for the benefit of serving and ex-serving Naval men their widows, orphans and dependants in need or distress. The Trust maintains Pembroke House, its own residential Home for aged ex-Naval men.

GRANTS COMMITTEE: Local Secretary, RNBT, 2a Tipner Road, Portsmouth, PO2 8QR (Tel. 0705 -660296)

PEMBROKE HOUSE: Administrator, Pembroke House, Oxford Road, Gillingham, Kent, ME7 4BS (Tel. 0634-52431)

HEAD OFFICE: General Secretary, 1, High Street, Brompton, Gillingham, Kent ME7 5QZ (Tel. 0634-42743)

BY THE NAVY



FOR THE NAVY

at your service . . .

Last month we featured the family community centring on HMS Cochrane. Here, we turn to the establishment's support for the "business" end of Rosyth . . .



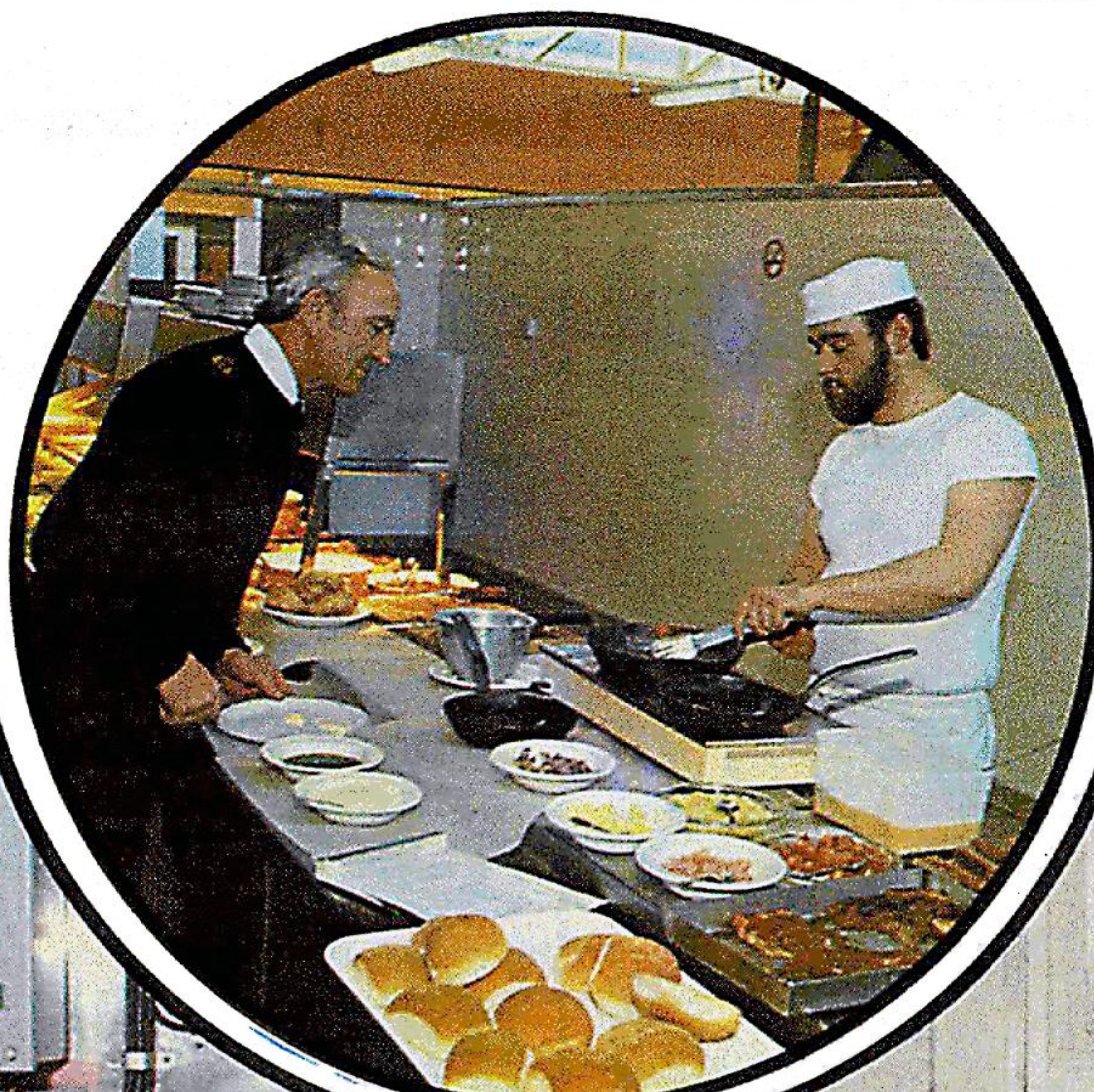
Whatever the link between baked beans and loo rolls, they are just two random examples of the range of dry provisions kept in the "Cage," a lock-up section of the multi-purpose store serving the small-ship fleet at Rosyth. Catering Assistants Steve Luke and Troy Tempest are the human fork-lift trucks.

Pictures: CPO(Phot) Michael Gilbert



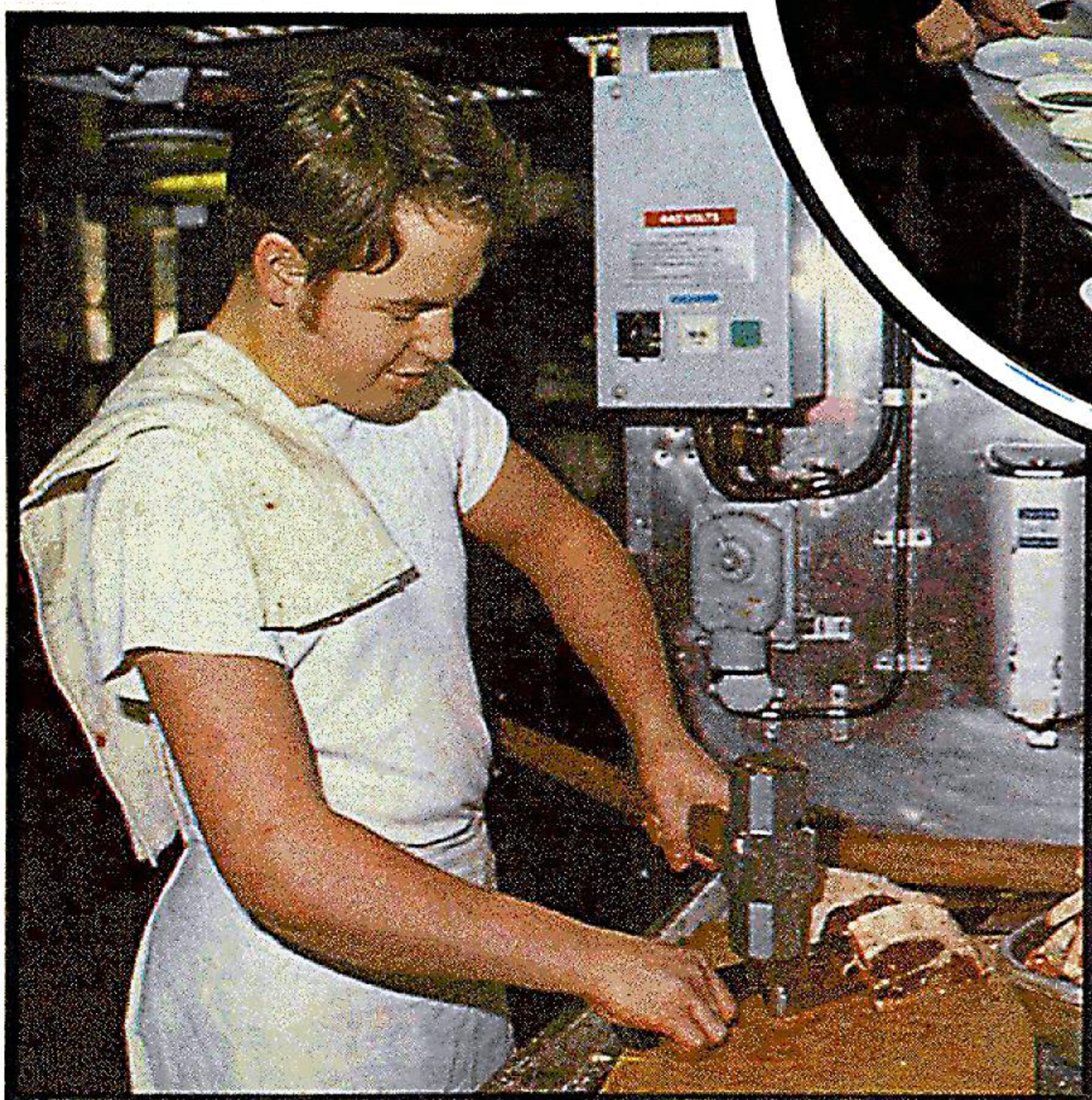
RIGHT: What's cooking? In line with clivvy street trends, the fast-food counters in Cochrane's canteen are popular with Rosyth's busy sailors. Steaks and omelettes are cooked to order "while-you-wait". For those with a little more time, lunch on this particular day included a choice of ten snacks and six main dishes from sweet-and-sour chicken wings to traditional roast beef. On the menu for supper that evening were eleven dishes including tenderloin en croute, scampi tartare, Chinese chicken legs, prawn foo yung . . . and haggis.

BELOW: Life at the sharp (or should it be blunt?) end of the Cochrane victualling service. On board HMS Cattistock, Cook Stuart Dallimore uses a sledgehammer to crack a lamb chop supplied from the freezer in Rosyth's multi-purpose store.



Fenders for tenders are among the bulkier but lighter items in the bulk store on Rosyth's waterfront, handled here with dexterity by Store Accountants Kev Walsh and Gary Weir. Outboard motors for Gemini dinghies are typical of the heavier pieces of equipment stored on behalf of refitting ships or dispatched on order.

BELOW: Oh no, not more bumfl! In a computer age, there is still room for manual paperwork and in the Cochrane office where service certificates are kept up-to-date by hand — a system which has stood the test of time for 200 years — up to 250 sets of documents are processed every month. But the staff, among them CPOWTR Bruce Jeffrey and LWren Dyane Goodchild, handle the in-trays with philosophical good humour.



TWO PAGES FOR FAMILIES

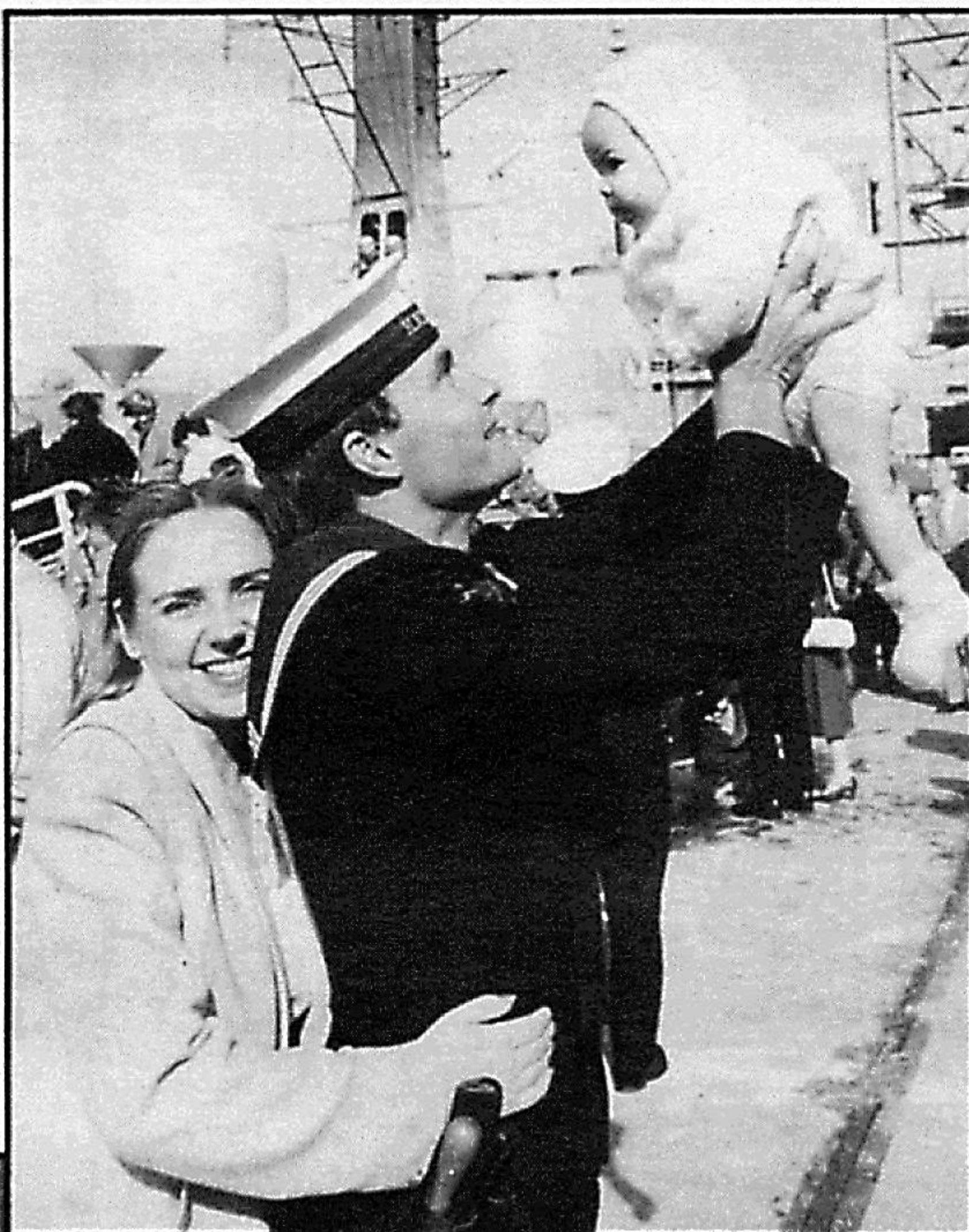
**Lodge is
£28,000
winner!**

THE RN and RM Children's Home, South Africa Lodge, Waterlooville, has benefited from a cheque for more than £28,000 as a result of a match company's centenary appeal.

On behalf of the company, J. J. Masters, which makes Winners and Ship matches, Pompey Football Club captain Billy Rafferty handed over the cheque to Commodore David Watts, of HMS Nelson, who is chairman of the home's management committee.

Children at the home were also pleased to meet other Portsmouth footballers, including Alan Biley, John McLaughlin and Mick Tait.

At Easter, gifts for the children included eggs from the HMS Dolphin WOs' and CPOs' Mess, which has chosen to help the home this year.



Babe in arms

Up in arms — but happy to meet dad for the first time: Daughter Cora says hello to dad, LS Paul Smith, when HMS Liverpool returned to Plymouth from her first operational patrol, five months in the South Atlantic.

FALKLANDS ALLOWANCE TAKES A POUNDING...

THE WHYS and wherefores of allowances sometimes puzzle naval wives — and have been known to raise the odd query among sailors too.

Local overseas allowance is something which gives rise to misunderstanding on occasion. For instance, a wife wrote to us from Portsmouth in these terms: "Why, when our husbands go to the Falklands, do they only still get £1 a day separation pay? If they go anywhere else to 'show the flag' they get full separation pay... it seems someone has got the priorities wrong."

An off-the-cuff reaction we received to that one was, "Wonder what her husband has told her — and for what reason!"

The situation, however, is that all married men at sea, who have completed the 30-day qualifying period for Separation Allowance, receive £1.70 a day, taxable.

Service off the Falklands attracts £1 a day Local Overseas Allowance, which is in addition to the Separation Allowance. Other men may receive a higher rate of LOA in other parts of the world, but this is because the cost of living is higher in these other countries.

LOA is designed to bring the purchasing power of the pound in a man's pocket up to the same value it has in the UK. "There is little to spend money on in the Falklands, so a higher rate than £1 a day is not justified," we were told.

So, whatever one's views on allowances as they stand and operate, perhaps that helps bring some clarification.

Thanks for a son's life

THANKS to an "unknown" helicopter crew for their life-saving work in the Falklands a year ago comes in a letter from Peter and Valerie Russo, of Tilgate, Crawley, Sussex.

They say, "May we through Navy News express our deep gratitude to the helicopter crew who saved our son's life when the Atlantic Conveyor was struck."

"Our son was being towed on a rope thrown from HMS Alacrity after jumping from the stricken ship."

"We would like to thank them personally but we do not know who they were. We thank them all from the bottom of our hearts."

Gratitude is also expressed in a letter from Mrs. Irene M. Burnett, of Bristol, who thanks men in HM ships Brilliant and Hermes for expert and excellent attention to her son, RO Peter Burnett.

He was airlifted from ship to ship and then went to Norwich Hospital for an operation. "He is now on sick leave and improving daily. My husband and I thank you all, we really appreciate the telephone calls and concern from his oppos. in the Brilliant."

Dolphin treble

HMS Dolphin Volunteer Cadet Corps, with members from sailors' families, won the Portsmouth Area Cadet League soccer trophy and the cup final. They were emulating the establishment's First XI, who have won the United Services Division I trophy and the senior cup.

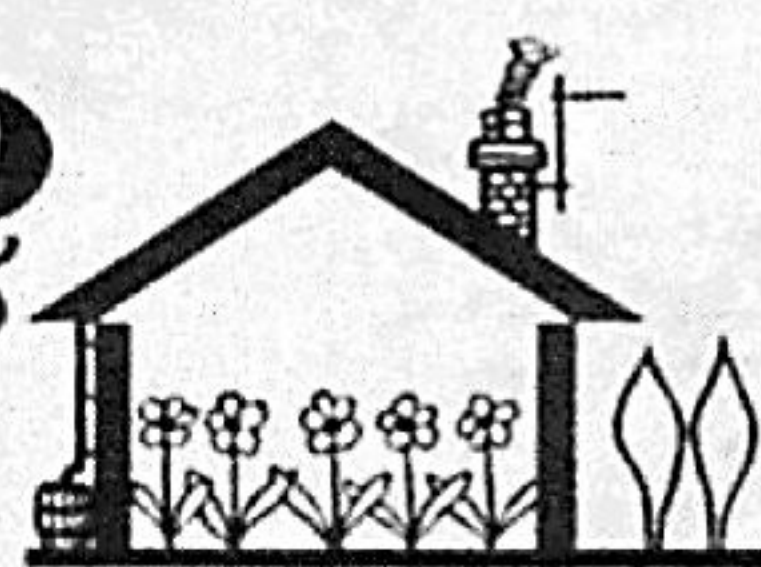
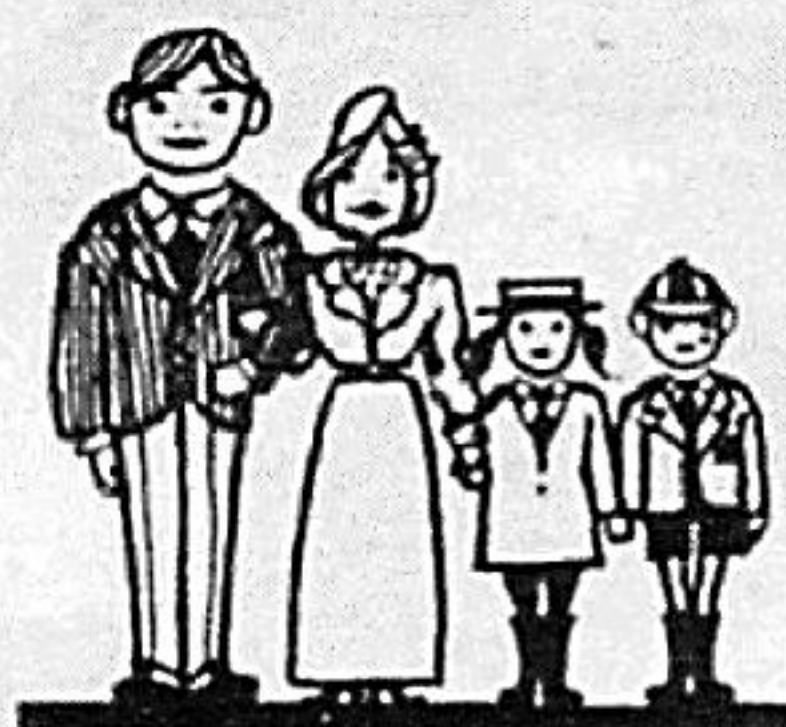
Fiesta time for SSAFA

LAST YEAR 44,000 Service and ex-Service family problems were taken to the Soldiers', Sailors' and Airmen's Families Association. To continue such support, SSAFA relies on the kind of profit which is made by the annual three-car draw. Last year it realised nearly £50,000.

This year Ford Personal Import Export, in conjunction with Natocars of Bridgwater, are again providing the top prizes — three Ford Fiesta models.

Tickets are being distributed this month. Anyone wanting more details about the draw or general information about SSAFA should write to SSAFA, 27 Queen Anne's Gate, Westminster, London SW1.

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Navy News

No. 346 29th year

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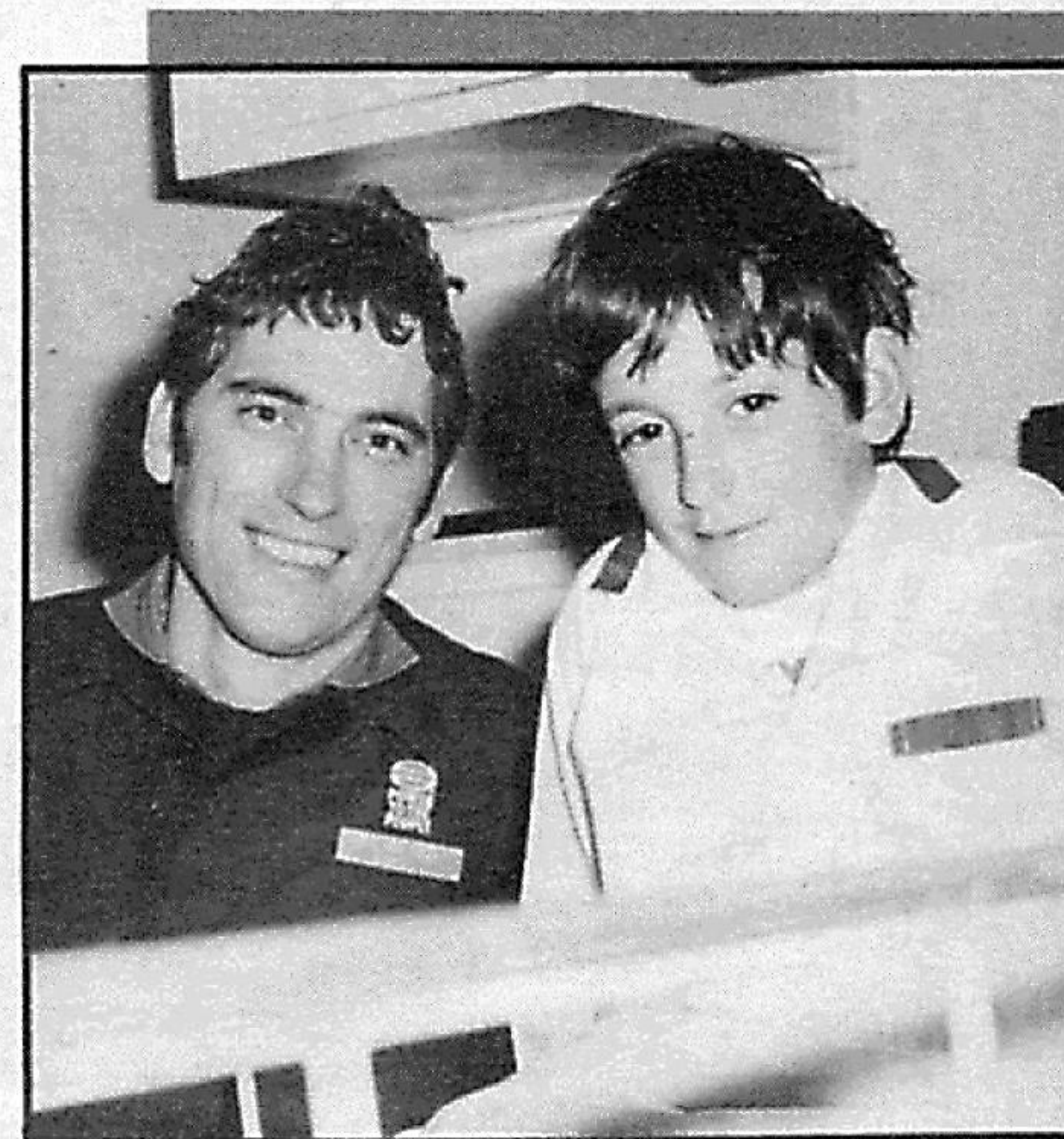
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Miss Maureen Brown





Royal flowers

A curtsy for Princess Margaret when, at the rededication ceremony for HMS Illustrious at Portsmouth, she was presented with flowers by Suzannah Butler, daughter of FCMEA(H) Sam Butler.

See also page 31

Hong Kong memories

WHO HAS memories of the Royal Naval Wives' Association in Hong Kong? Jane Herbert, who edits the association's Dragon magazine, writes to say that by accident it was discovered recently that this year marks the 25th anniversary of the association.

They would like to unearth as much information as possible about it and to hear from founders and former members. The address to write to is B14, Bonham Towers, 88, Bonham Road, Mid Levels, Hong Kong.

Helping hands at the wheel

COPING while husbands and fathers are far away is all part of life for the naval wife. But there is plenty of assistance at hand, often guidance at self help.

Here AA patrolman Harry Brooks spends an afternoon in HMS Drake giving some basic instruction on car maintenance to a wives' group.

Known as Helping Hands, the group

turns its attention to help with all sorts of chores which arise while husbands are away. Car maintenance is one of the most common.

So it's a case of where there's a wheel there's a way as Mrs. Anita Findlay, wife of POMEM Brian Findlay (serving in HMS Ambuscade on Gulf patrol), learns how to make a quick change.

Picture:
CPO
(Phot)
Sam
Chant



Rowner gets advice service

HMS NELSON Sailors' and Families' Advice Bureau is establishing an outpost at Gosport's Rowner naval estate once a week to provide an on-the-spot service for "customers." Each Thursday morning between 9 a.m. and midday a SAFAB staff member will be available at the Community Centre in Nimrod Drive to deal with inquiries.

HMS Nelson's SAFAB, based at Portsmouth and serving a wide area, has come a long way since it opened in 1977. Yet many serving personnel and their families still apparently do not know of its existence — or, if they are aware, do not know what service is offered. Others think that distribution of Factsheets — important and interesting as they are — is the full extent of the service.

In fact, SAFABs aim to be the Navy's equivalent of the Citizens' Advice Bureaux. And it is a confidential organisation — in most cases there is no need to know people's names.

"We do not keep any records, and in no way can an inquiry affect a serving person's career," says a Nelson SAFAB spokesman. "We can answer most of the problems which come our way, but if we cannot help we can usually refer you to someone else who may be able to assist."

The SAFAB is on the first

floor of Swiftsure Block in HMS Nelson, and can be contacted by a personal visit, letter or telephone call to Portsmouth 822351, extension 24152, or direct via GPO Portsmouth 832814.

In one recent inquiry dealt with by the Nelson SAFAB, a young woman wrote a letter along the following lines:

Please could you help me in finding my two brothers. I was born in Australia in 1962. My parents split up and got a divorce. My mother brought me back to the United Kingdom there 1964 and the two brothers remained in Australia with my father. Since being in the United Kingdom there has been no contact between the two families.

Recently a friend who knew the two families all those years ago mentioned that one of the brothers is now in the Royal Navy but she could not remember which one or even where he is serving. Please could you help in any way, even if to say that he is well?

SAFAB traced and contacted the brother and gave him his sister's address. His Service details and whereabouts were NOT divulged to his sister — but it is hoped he contacted her.

Another inquiry concerned a wife whose husband was at sea and who wished to visit her sick mother. She telephoned SAFAB to inquire about a travel warrant as there was no time for her to write to her husband to obtain one. SAFAB arranged for a signal to her husband's ship to verify that he had a warrant, and then obtained the warrant from HMS Nelson.

"So," say SAFAB, "if you have a problem, no matter how big or small, why not give us a call? Sometimes just talking to somebody helps and we try to be good listeners."

Many enrol in BUPA scheme

MANY serving personnel have already enrolled their families in the BUPACARE group for the Royal Navy which was launched just a year ago.

This group scheme gives a 40 per cent discount on normal BUPA subscriptions and is aimed at providing cover for dependants of members of the RN, RM, WRNS and QARNNS.

The discount means that a 28-year-old could provide private specialist treatment and hospitalisation for his or her spouse and family for just over £12 a month. Similarly, a 38-year-old could provide cover for his or her spouse for £6.71 a month.

HOSPITAL

BUPA is building its own hospital in the Portsmouth area which should open next year. It will have its own operating theatre, X-ray and pathology departments. There are now over 150 independent hospitals in the UK.

Details of the group are being circulated to eligible personnel. Those interested can write to: The BUPACARE Group for the Royal Navy, BUPA, Heron House, 8-10 Christchurch Road, Bournemouth, BH1 3NP.

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Sons at sea in Hermes

ABOUT 40 schoolboys, aged between 12 and 17, sailed for a sons-at-sea visit with HMS Hermes at the start of the carrier's deployment to the United States.

After a busy day of activities, including a grandstand view of the ship leaving harbour and the landing-on of four Sea Harriers of 800 Squadron, the boys spent the night at sea in a messdeck. Next day they were flown off in Sea Kings of 814 Squadron to RN air station Culdrose.

When the visitors lined up for a group picture with their dads, 12-year-old Leslie Steel couldn't make it — he had become unwell, spending the night in the comfort of the sick bay before "flying off" with his brother next day. But he had the special picture on the left taken with his father, PO Bob Steel.

GET WISE ON DCIs

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Old Mechs just fade away . . .

WITH the fading away of the 80-year-old title of mechanic, there is now an official follow-up statement amplifying some aspects of the changes announced last year to the titles, training and advancement of artificers and the then mechanics.

New titles came into force on April 1 incorporating the individual's sub-branch — for example, leading weapon engineering artificer (LWEA), petty officer marine engineering artificer (POMEA), chief petty officer air engineering artificer (CPOAEA).

The old title of marine engineering mechanic 1st class will now be chief petty officer marine engineering artificer (CPOMEA).

The new title for the present mechanic third class where qualified as petty officer before mechanician course, will be petty officer probationary artificer. This is to clarify his status as a confirmed petty officer and to avoid duplication with an existing title used by direct entry personnel.

CLOSURE

The closure of HMS Fisgard and the modified pattern of sub-branch training mean that the terms Part 1, 2, 3 and 4 are no longer applicable to artificer training. The phases of training will be retitled as follows:

- HMS Raleigh: Apprentice new entry training.
- HMS Collingwood, Sultan, Daedalus: artificer training.

Local acting charge chief artificers are required to take the Fleet Board after one year in the rate, unless they request not to do so. If they do not pass the Fleet Board they will complete that draft but will no longer be eligible for another draft in the local acting rate. This regulation will apply to local acting charge chief artificers in post from April 1, 1984.

CPO artificers, on reaching eight years' seniority, are to be interviewed by their divisional officers and their suitability for charge chief artificer is to be reviewed.

If considered suitable, every encouragement is to be given to their advancement, and they are to be reminded that if they do not pass the Fleet Board (or equivalent) for charge chief artificer they will only be eligible for one draft in the local acting charge chief rate.

Before April 1, ME mechanicians third class in the Submarine Service were required to obtain appropriate operator certificates within six months seagoing service on completion of mechanician training, but could be advanced

to acting second class by time alone.

Under the new regulations, acting POMEAs and PO probationary MEAs will remain in that rate until fully qualified, but their effective date of confirmation as POMEA may be ante-dated.

Existing ME mechanician acting second class were rated POMEA on April 1 — without incurring any loss of pay.

It has now been confirmed that all artificers, whatever their background, are eligible for fully skilled membership of the Amalgamated Union of Engineering Workers. Artificers intending to join the AUEW (engineering) are strongly advised to apply not less than 26 weeks before discharge.

TRADE UNIONS

Eligibility for membership of other trade unions is not affected by the new regulations.

A revised pay scale taking account of the new advancement regulations is under consideration by the Armed Forces Pay Review Body.

Artificer candidates will retain their substantive rate and uniform on start of course, but will be distinguished from other mechanics in the training establishments. Details of uniform and badge arrangement will be promulgated separately.

DCI (RN) 96/83

☆ New schools

THE Leading Rates' Leadership School at HMS Cochrane closed on March 18. Two-week leadership courses for acting leading rates and able rates passed for leading rate (of all branches) are being conducted at HMS Excellent, HMS Raleigh, and HMS Royal Arthur for the remainder of 1983.

DCI (RN) 109/83

TIFFS & MECHS ADVANCEMENT, TRAINING and TITLE CHANGES

AMPLIFYING STATEMENT · DCI (RN) 96/83



"In other words, they still don't know whether they're on their artificers or their eligibles . . ."

The rules of maintenance

When a sailor is given permission to make his own financial arrangements to meet a court order for maintenance, it can happen that there is a complaint alleging failure to meet his responsibilities.

When such a complaint is received from the payee, solicitor or court, the man's commanding officer should (according to the latest official guidance) either tell him that he regards the complaint as justified, or inform the Commodore HMS Centurion that in his view there are still grounds for allowing the private arrangements to continue.

The Commodore will then consider all the information available (some of which may be unknown to the commanding officer) and will then decide whether to endorse the commanding officer's recommendation or institute a compulsory allotment.

The official statement explains that the ultimate responsibility for enforcement of a court order against a rating

rests with the Ministry of Defence under powers contained in the Naval Forces (Enforcement of Maintenance Liabilities) Act 1947 and related legislation, and authority to exercise these powers rests with HMS Centurion (Pay and Pensions Division).

DCI (RN) 120/83

☆ Sports coaches

OPPORTUNITIES for service coaching courses in 1983/84 cover a widespread range of recreational activities. Besides rugby and soccer, the sports include polo, gliding, golf, judo, shooting and board sailing.

DCI (RN) 95/83

☆ Clear enough?

AN announcement has been issued to "clarify the contents of the electro-mechanical leading rates' qualifying courses at HMS Sultan, and the implications these may have on the advancement patterns for old style marine engineering mechanics (M) and transferees (L). It also seeks to clarify the capabilities of the (M) and (L)."

The announcement is highly detailed and included a figure showing diagrammatically the advancement route for the (M) and (L) taking into account his date of entering the Service and whether or not he completed an electro-mechanical leading rates' course.

DCI (RN) 121/83

☆ Oiling ship

OTHER oil companies are expected to follow Esso Petroleum in deciding to introduce single-driver deliveries, making it essential for vessels to make crews available to assist in bunkering operations.

Ships' officers already indicate the correct bunker connection and check that tanks can accommodate the delivered quantity safely. In future, this procedure will be tightened up, and Esso will require a signature for "safe operation" from a ship's officer prior to delivery.

DCI (RN) 123/83

☆ Norway exped.

VACANCIES for team leaders with ice and snow experience exist for NORPED 1983, the 26th annual Joint Services Colleges' Expedition to icecap and mountain regions in Norway.

Exped. dates are expected to be: depart Newcastle August 3, return Newcastle August 31.

Trainee members will be officers under training, including



"He couldn't lead a party up a garden path let alone a mountain."

those sponsored by CTCRM Lymington, RNEC Manadon and BRNC Dartmouth.

Officers, senior NCOs and senior ratings who wish to be considered should contact Lieut.-Cdr. C. H. Waghorn at BRNC (phone Dartmouth 2141 ext 480) before May 14.

Announcement dated March 25.

☆ Course refunds

IMPROVED financial assistance is available to personnel on courses of further education, resettlement training, and assisted correspondence courses.

From February 10 the total sum which may be refunded has been increased to £60 in any one financial year. Refund of examination fees may be made in full, subject to the £60 maximum for the total annual refund.

DCI (RN) 106/83

☆ Upkeep rise

REVISED rates of officers' uniform upkeep allowances were effective from April 1 following a review of current prices in the clothing range. An increase in stores overhead rates from 34 to 38 per cent has affected the issuing prices of all items.

DCI (RN) 119/83

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CATERING FOR TRANSFERS!

ALTHOUGH transfers from the Stores Accountant category to the Catering category has been ended for two years, a new announcement says a need exists for a limited number of transfers to the Catering Branch.

"From May 1 1983," says the statement, "applications for transfer will be considered only from leading cooks, acting leading cooks and cooks who have passed the professional qualifying course for leading cook. From this date no applicants from other categories will be accepted."

The number of transfers from the cook category and the frequency of courses are under consideration, and a further announcement will be made.

DCI (RN) 98/83



"Paint him yellow, PO."

Seeing yellow for danger

WHILE "red for danger" remains a warning in the Royal Navy, yellow is now another colour used to spell out caution.

An Admiralty announcement says that past practice for the identification of dangerous static and moving hazards in ships (for example moving parts, transmitting aerials, holes in deck) has been to identify them by red markings or notices.

Current practice, however, which is already partially implemented in most ships which have recently joined the Fleet, is to identify such hazards by yellow markings or notices, with black lettering.

The use of red is now restricted to "stop" and "prohibition" markings, and for fire-fighting equipment.

DCI (RN) 112/83

★ Phot move

THE Joint School of Photography (JSOP) assumed responsibility for the training of RN personnel from April 1, taking over the task previously undertaken in HMS Excellent. The school is at RAF Cosford.

DCI (RN) J 130/83

★ Hooper prizes

PRIZE-WINNERS in the 1982 Lieut.-Cdr. Hooper Prize Competition were: 1. LMA M. H. Pickett; 2. Wren WTR(G) S. M. McLaughlin; 3. MEA App C. A. Joy and RO(T) J. C. Gregory.

DCI (RN) 99/83

★ PO dates

AMENDED dates are announced for the petty officers' leadership course at HMS Royal Arthur during 1983. This is due to the reduction in the course length from five to four weeks.

DCI (RN) 108/83

★ Psyops Wing

THE School of Service Intelligence (SSI), Ashford, has now assumed responsibility for training in Psychological Operations (Psyops). Within the school there is now a Psyops Wing run by the senior instructor Psyops.

One of the responsibilities of Psyops is to advise Ministry of Defence central and single service staffs on the development of policy and doctrine in the psychological aspects of military operations.

DCI (RN) J 118/83



Durham Coal Queen and ship's pin-up Mrs Linda Dent finds her bearings in HMS Brazen — with a little help from her friends.



Journey's end for eight cyclists from Brazen who raised £600 for the Save the Children Fund. After their relay ride from Plymouth to Durham they greeted the frigate when she arrived at Sunderland. On the right is the Brazen's commanding officer, Capt. Norman Dingemans.

Ringling tone of friendship

LINKS of friendship were forged with ringing success when HMS Brazen made her first visit to her affiliated county of Durham.

When her five-day social call ended on March 1, the ship left her Sunderland berth with a Durham bell on board, presented as a symbol of the new bond between ship and county.

Throughout the visit the Brazen was involved in a busy social programme which started with a cocktail party for 100 local dignitaries.

Men from the frigate visited local schools, Sea Cadets and a remand centre at Aycliffe. Thirty children were entertained at a pirates' party on board and a group from Trouts Lane

School for the Handicapped toured the ship.

Teams from the Brazen played Durham County Constabulary in a two-day sports programme at the Police Sports Centre, Durham City. Events included soccer, rugby, hockey, squash and a swimming gala.

The Brazen's sole victory "ashore" was achieved in hockey against the WPCs (3-0), while at swimming MEM(M) McCloughlin won the 100m. freestyle and AB(EW) Pulling the 100m. breaststroke. Outside the main programme, MEMN1(M) Brain organised a

clay pigeon shoot.

While the ship was heading north, eight of her sailors set off from Plymouth on a marathon cycle ride to Durham, arriving in time to greet the Brazen — and raising £600 for the Save the Children Fund.

On the last day of the visit the ship's company were treated to a civic reception chaired by the authority's Vice-Chairman, Cllr. J. McCallum. After an informal lunch Cllr. McCallum — standing in for the county chairman who had been taken ill — presented the bell to the Brazen's commanding officer, Capt. Norman Dingemans.

FLAG OF DEFIANCE



AN IRREVERENT but unique flag flown by the Royal Navy in the Falklands war has been presented to Hull Maritime Museum to commemorate the part played in the conflict by five requisitioned trawlers.

The flag which proclaimed "Want anything shifted? Get STUFF" was worn by HMS Cordella, one of the five Hull trawlers which made up MCM 11 under the command of Lieut.-Cdr. Martyn Holloway.

Other Ships Taken Up from Trade in the squadron were the Farnella, Junella, Northella and Pict.

Our picture shows the flag being presented to the Lady Mayoress of Hull, Mrs Dora Woodford, by Lieut.-Cdr. Holloway on board his present command, HMS Bildeston. He took the opportunity to hand over the flag personally during the ship's visit to the fishing port in March.

The "shifting" undertaken by the trawlers was the cross-decking of 5 Brigade from the QE2 to the Canberra and the Norland at South Georgia.

Picture: Walter Fussey and Son, Hessele.

Alert Plymouth wins Pup trophy

HMS PLYMOUTH whose Wasp helicopter helped to cripple the Argentine submarine Santa Fe, has won the Sopwith Pup Trophy for 1982.

Awarded by British Aerospace, the trophy is presented to the ship whose flight achieves and maintains the highest degree of operational readiness throughout a year.

Apart from the AS12 missile attack on the submarine, the Plymouth's Wasp carried out many anti-submarine patrols and flew special forces ashore. When the ship was hit by Argentine bombs the helicopter was damaged by cannon shells, but was soon repaired and back in action.

SILVER MODEL

The award, a silver model of the First World War Sopwith Pup aircraft, was presented to the frigate's commanding officer, Capt. M. C. Cole, by the Flag Officer Third Flotilla, Rear-Admiral Derek Reffell on March 25.

Among those present for the flight-deck presentation was the officer who commanded the flight from April to November, Lieut.-Cdr. John Dransfield. Lieut.-Cdr. John Rooke was flight commander before that and Lieut.-Cdr. J. P. S. Greenop took over in November. The senior maintenance rating was AEA(L)1 N. P. N. Pollard.

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APPOINTMENTS

Port Admiral cap for FOSNI

FOLLOWING a review of management structure in naval bases, it has been decided that from August 11 the Flag Officer Scotland and Northern Ireland (currently Vice-Admiral R. R. Squires) will also carry out the duties of Port Admiral Rosyth, an appointment at present held by Rear-Admiral J. C. Warsop.

The re-organisation will bring the naval structure in Scotland into line with that in the southern bases.

On leaving Rosyth, Rear-Admiral Warsop will in September become Flag Officer and Port Admiral Portsmouth in succession to Vice-Admiral A. S. Tippet, whose promotion from rear-admiral took effect from April 11. Vice-Admiral Tippet is also Chief Naval Supply and Secretariat Officer.

Surg. Rear-Admiral R. J. W. Lambert is to be promoted

surgeon vice-admiral on June 28 and to be Medical Director General (Naval) in June. His most recent appointment has been as Surg. Rear-Admiral (Support Medical Services).

In that appointment he is being succeeded on May 24 by Surg. Rear-Admiral J. Cox, whose most recent appointment has been as Surg. Rear-Admiral (Naval Med. and Training).

Rear-Admiral J. S. Grove is to be Chief Naval Engineer Officer in succession to Vice-Admiral Sir Ted Horlick on May 1. Rear-Admiral Grove will continue to serve as Chief Strategic Systems Executive.

Capt. E. MacLean is to be promoted rear-admiral on August 23 and to be Director General Fleet Support Policy and Services from that month.

Other appointments recently announced include:

Capt. C. L. Wood, MOD as DUWP(N) May 6. (To serve as commodore).

Surg. Capt. J. W. Richardson, As Surg. Commodore (Naval Med. and Training) and Dean of Naval Med. May 10.

Cdr. A. J. C. Morrow, Active September 27 and in command.

Cdr. W. K. Hutchison, Naad in command May 21.

Cdr. M. D. Sizeland, Nelson as CO RNDQs May 10.

Lieut.-Cdr. J. Band, Phoenix in command October 18. (To be promoted commander June 30).

Lieut.-Cdr. J. K. Wilson, Staff Offr. RNR South Wales Division and St David in command August 9.

Lieut.-Cdr. V. Edwards, Stubbington June 28 and in command.

Lieut.-Cdr. M. P. Simpson, Staff Offr. Uister Division RNR and Shavington in command April 1983.

WRNS

Chief Officer M. Ames, MOD as DDWRNS May 24.



A right pair of skates!

WEAPON engineer officers of HMS Cleopatra really got their skates on when the Leander-class frigate completed a refit at Devonport Dockyard. Lieut.-Cdr. Ian Deane and Lieut. Latt Torvell were the main characters in this flight deck celebration recorded by LA(Phot) Stuart Antrobus.

The Cleopatra left harbour for the first time for a year on April 8 and is currently involved in trials to test her improved sonar capability. Under the command of Capt. Guy Liardet she takes on the role of leader of the Seventh Frigate Squadron.



WREN Sharon Gill won her way into the hearts of the judges to take the British Heart Foundation's "Queen of Hearts" title at Winsor on March 26. Sharon from HMS Dryad, was representing the BHF's southern region in a personality contest involving nine areas. Service commitments permitting, Sharon may become involved in BHF events during the year.

Crack shots

NOT the Falklands, but Aberporth on a wintry day . . . Members of the RN Trials Unit at RAE Aberporth sponge out their 4.5 Mk V gun after shooting down a series of Seawolf missiles. Well, that's what they claim! Actually, shells fired from the gun were targets for Seawolf on ships out on the missile range in Cardigan Bay.

From left to right are WEA(O) Roger Jenkins, CPOs Lez Broughton, Ben Hodges, Les Harper and Mick Sweeney, WEA(R) Nick Carter and CPO Chris Brandt — who between them have 254 years' service, albeit with precious little "gun" experience.



OBITUARY

C. J. Crawley, Lieut. March 18. K. J. Huber, CWEA, HMS Kent, March 18.

T. P. Cooke, ALS(TS)(SM), HMS Sealion, March 18.

M. J. Pearl, MEM(M), HMS Argonaut, March 26.

P. T. Mills, MEMN2, RNH Haslar, March 29.

J. F. Turtrey, Sub-Lieut. April 3.

Tom Cotter, Ex-Ch.Sto. Served 1946-68, Died Perth, W. Australia, aged 58.

Monty Woolley, Weymouth, Aged 58. Served 24 years, 19 in submarines.

William P. Spender, Plymouth, Ex-Cpl., RM. Served 1921-46.

Arthur Down, Ex-POLTO(E), Aged 62, Norfolk branch SOCA.

Arthur Baker, Ex-POTASI, Aged 60, Norfolk branch SOCA.

Harry W. Head, Ex-Comm. Eng. Aged 81, Medway SOCA.

Tom Barnett, Aged 87, Life-president Bristol SOCA.

Mick Brown, Ex-MAA, Worksop, Notts. Aged 71. Served 1939-45 and Korean Wars, retiring 1954.

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Boyd Trophy tribute to Harrier men

THE superlative performance of the Royal Navy's Sea Harrier squadrons during the Falklands war has been recognised in the presentation of the Fleet Air Arm's premier award, the Boyd Trophy, to Sea Harrier pilot Cdr. Tim Gedge.

The trophy, a silver model of a Swordfish aircraft, was presented to Cdr. Gedge at RN air station Yeovilton on March 23 by the Flag Officer Naval Air Command, Vice-Admiral Sir John Cox.



Cdr. Tim Gedge and his wife Monika with the Boyd Trophy.

Man of distinction

LIEUT. David Weston has been awarded a prize from the Institute of Industrial Management for a paper on industrial relations. While serving at Rosyth, David attended Lauder Technical College at Dunfermline to study for the Institute's management certificate, which he gained with distinction.

Admiral Cox's citation says that there were many remarkable feats of aviation during the war, and pays tribute to FRADU — the Fleet Requirements and Aircraft Direction Unit — the Commando squadrons, and the ASW squadrons and flights.

However, says the citation, the performance of the Sea Harriers of 800, 801, 809 and 899 Squadrons stands out as a major landmark in naval aviation history.

"I have therefore decided to award the Boyd Trophy to an individual who symbolised all that the Sea Harrier achieved."

Cdr. Gedge was given eight weeks to form 809 Squadron and make it operational. After just three weeks he flew the squadron to Ascension Island via Banjuel (a pioneering achievement in air to air refuelling for the aircraft), embarked in the Atlantic Conveyor and with only 12 maintainers provided an aircraft on constant alert during the voyage south.

Cdr. Gedge flew numerous combat sorties, later joined General Moore ashore as a fixed wing adviser, then returned to the UK to reform 809 Squadron for deployment in HMS Illustrious.

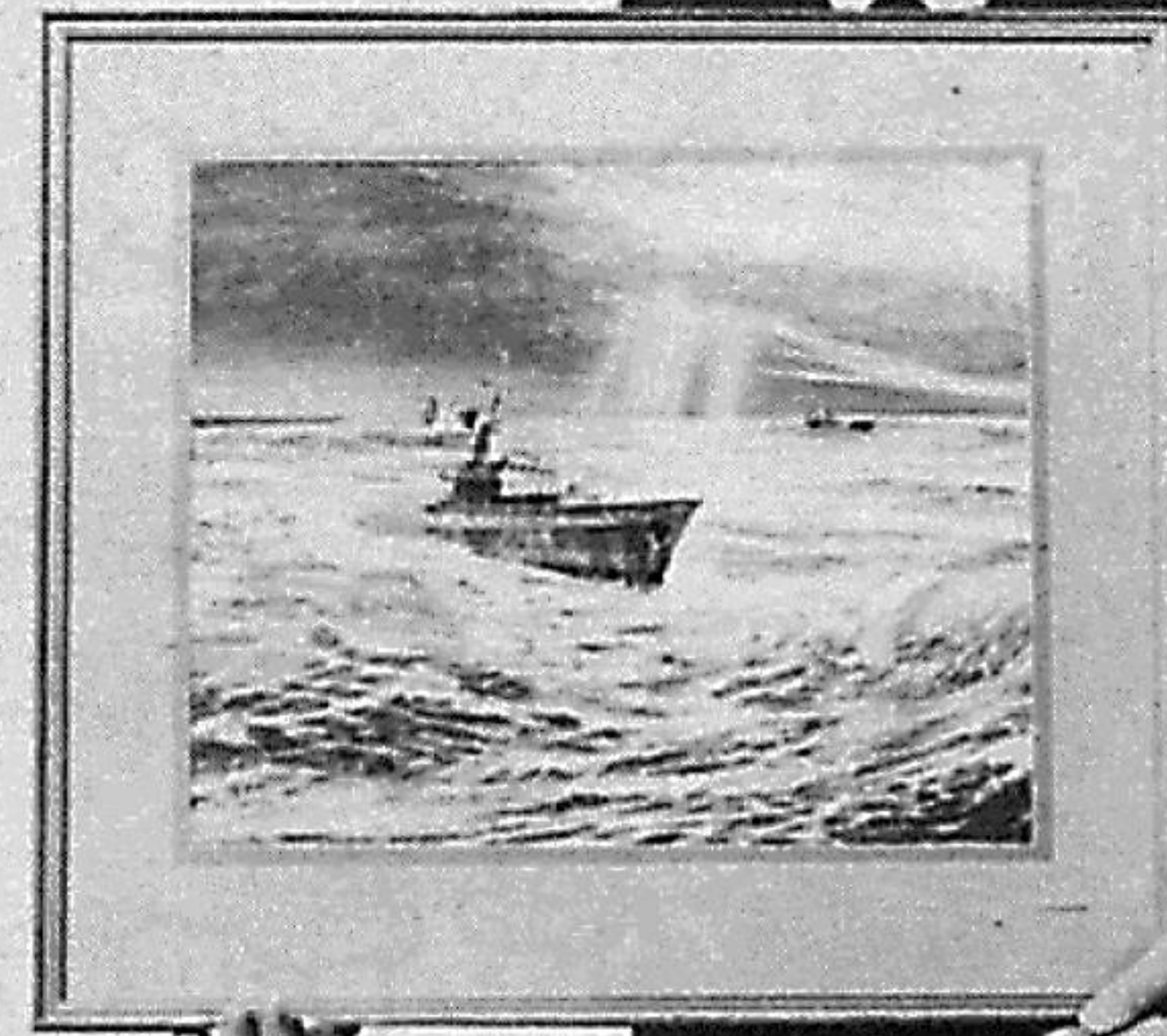
The new carrier's configuration was different to the Invincible's and her work-up had to start from scratch. Once again it fell to Cdr. Gedge to bring his squadron to operational readiness on the way to the Falklands.

During this deployment he experienced two serious emergencies and it was only by his courage, coolness and skill that both aircraft were saved.

ONE-MAN SHOW

Lieut. ALAN RAPKINS of HMS Intrepid is pictured with his painting of HMS Leeds Castle, one of 40 to appear in his one-man London exhibition at the Fine Art Guild Gallery from May 9-13. A painting of HMS Anglesey by Lieut. Rapkins is featured for November in the 1983 Royal Navy calendar, and a landscape of his is on show in the Mall Gallery, London.

Most of the paintings in the one-man exhibition will be of Hampshire landscapes. Lieut. Rapkins, who spent five months in the South Atlantic last year, has had four of his paintings published as prints. When he leaves the Navy in less than four years he intends to devote all his time to painting.



Paid up — in full!

CPO BRIAN COOK of HMS Dolphin bit off less than he could chew when he bet a Royal Australian Navy colleague that the Poms would hammer the Aussies in the recent Ashes series Down Under. Trouble was, Brian made the bet while he and Australian CPO PETER DURRANT (right) were appearing on DAVE CARSON'S "Navy Night" programme on Radio Victory. So when Australia won the Ashes, Brian had to fork up for a five star meal in a Gosport restaurant — with DJ Dave (left) and Hampshire and England cricketer TREVOR JESTY there to see fair play. And that's why Brian was left with a plate of baked beans! It was all he could afford after paying for Peter's feast!

First Lady

CHIEF Officer Julia Simpson of the WRNS is the first woman and the first representative of the Royal Navy to be appointed Deputy Chief Instructor at the Defence Automatic Data Processing Centre near Blandford Forum, Dorset.

She succeeded Lieut. Col. Richard Shore, RAOC, on March 10.

The Falklands Tie

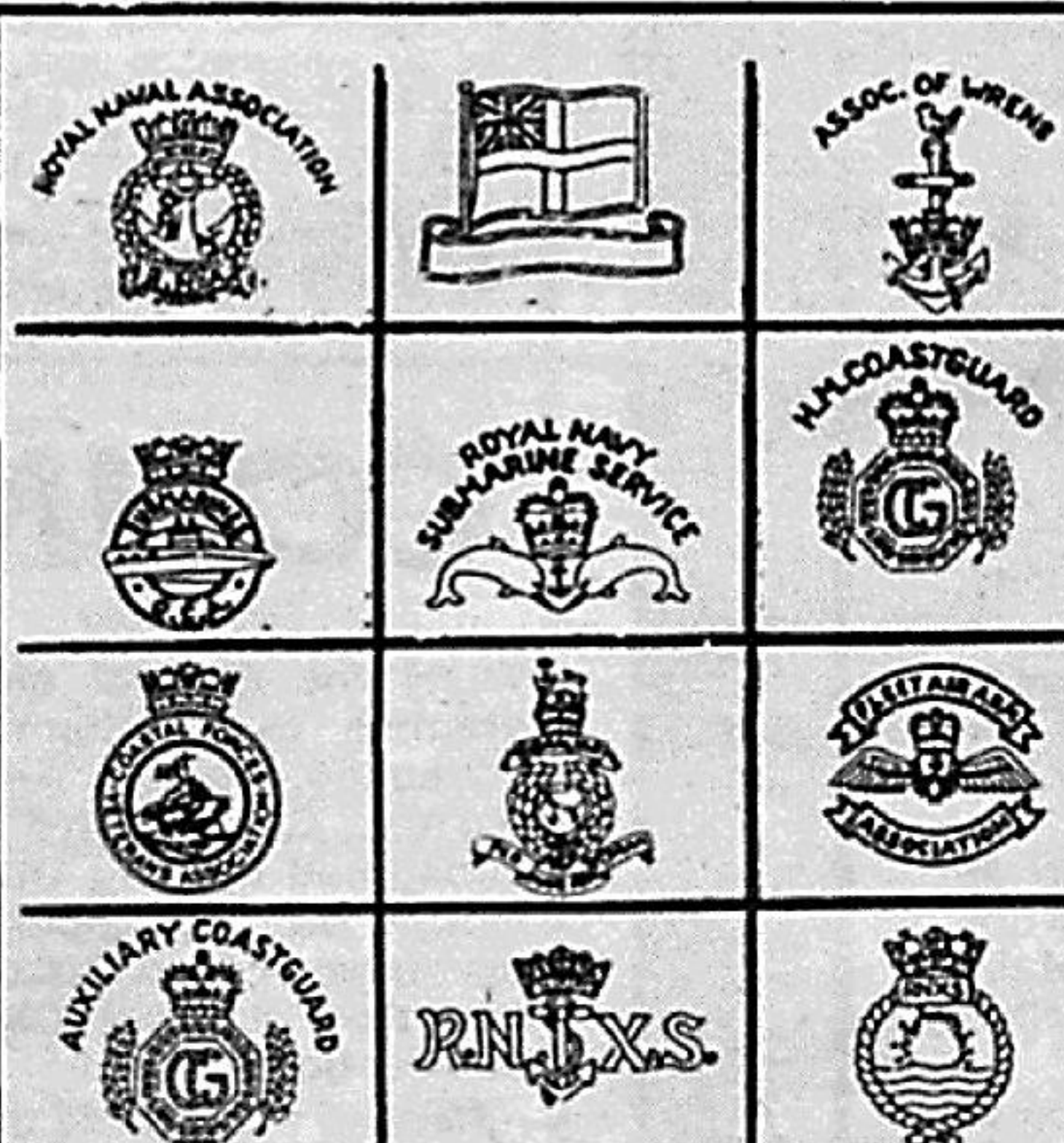
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NEWSVIEW

A problem posed by generosity

FOR MONTHS there have been rumblings over the way the South Atlantic Fund is operating. Although many people are deeply grateful for help given, some are quoted as dissatisfied.

The likelihood was that, with such a vast sum involved, there would be differences of view. Equal shares for all? Or help according to need? Dispose of all the money immediately? Or wait to establish long-term needs? Cases can be put for all these courses — and arguments advanced against.

One newspaper columnist has even suggested it was a pity the fund was ever started — not because help was begrudged but because it was invidious to single out the families of those killed in one British cause for vastly preferential treatment to those killed in another.

However, with the fund a fact of life, it has to administer and disperse the money to the best of its ability and judgment and already some £6 million has been distributed.

Long-term

Its operation has been defended by the Prime Minister, who said it was vital that the trustees "have regard for the long-term interests of those who have been disabled and wounded. Some of their needs may not emerge for a very long time."

Associated with the Services for many years has been a range of charities and causes to help serving and ex-Service personnel and their dependants. The Navy has funds well known to many which carry out a continuing programme of good work, often unsung. A period of recession, when people have had to dig deeper into their pockets, is not the easiest time for charities on which there are increasing demands.

While the South Atlantic Fund must see its worthy task through, nothing should be allowed to detract from the importance of the old-established funds as they provide their help over a wide field.

Although firm rules exist for operation of the South Atlantic Fund, some people will have wondered if, in the long term, any way can be found to allow the great generosity of last year to benefit the old-established funds in their task of helping the many deserving cases which come to them day by day.

Carry on cooking — the Navy way

PUSSERS' training is on the move. Partly it will find a new home in the khaki environs of Aldershot. Even there, it is still to be a case of Navy men being trained by Navy instructors. Moreover, they'll be serving under a White Ensign which will be flying.

For a quarter of a century officers and ratings of Navy's Supply and Secretariat branch have trained in HMS Pembroke, ever since the RN Supply School moved from its home in HMS Ceres, Wetherby (Yorks), to open for business in Chatham on April 1, 1958.

But, with the impending closure of Chatham, the pussers' school is to move, not to one new location, but two.

In August the RN Cookery School — which two years ago baked the cake for the wedding of the Prince of Wales and Lady Diana Spencer — is to set up shop with the Army School of Catering at Aldershot. About six months later, the RAF School of Catering also moves there, so implementing a ministerial directive to establish co-located tri-service cookery training by 1984.

At Aldershot the RN cooks and caterers will continue to learn craft cookery skills from dedicated RN instructors. The RN Cookery School will be an independent unit (albeit a tender to HMS Raleigh) with its own accommodation block — and will fly the White Ensign.

For local administration it will come under the Army and, with the RAF, will enjoy

jointly-used professional and recreational facilities.

Meanwhile, the rest of the Supply School — officers, writers, stores accountants and stewards — will transfer to HMS Raleigh, also in August. And even the caterers and the cooks will do some time at Raleigh for naval application training after their craft work at Aldershot.

Though nostalgic about leaving their alma mater in the Nore, the pussers are looking forward to the challenge of maintaining their professionalism and identity in the highly-charged atmosphere of a new-entry training establishment and in an Army setting. And, of course, all the "Westos" are cock-a-hoop about going "home".

Courses cut

Shortly before the move, the Supply School will be implementing a number of changes in the training spectrum as part of the cuts in instructor staff imposed by Slimtrain.

Details can be read in DCIs (RN) 358/82, 47/83 and 100/83, but briefly courses for advancement to PO cook, PO caterer, PO stores accountant, leading steward and leading writer are to end in May, and be replaced by three-yearly fleet examinations.

There will also be a cut in the number of non-career PJT courses in pussery for the "management" of surface tenders and submarines. These will be undertaken primarily by Base Supply Officer Rosyth and by Captain Submarine Sea Training.

● See also Drafty's Corner — page 4.



One of the Royal Navy's most famous culinary traditions — the cutting of the commissioning cake. Cakes such as this have been made by generations of ratings trained at RN Cookery School, HMS Pembroke. In this case the cake was baked for the rededication of HMS Fife on March 31 (see report in Page 31). It is being cut by the commanding officer's wife, Mrs. Dorothy Caughey, and the ship's youngest sailor, SEA Mark Waters.

Picture: Fleet Photographic Unit.

COUNTDOWN TO CLOSURE

WITH the general closure programme at Chatham now well advanced, Medway Area of Naval Home Command will be subsumed by Flag Officer Portsmouth on September 30, when the flags of Flag Officer Medway and Port Admiral Chatham are hauled down.

Medway Subordinate Sea Area responsibilities will be assumed by Flag Officer Plymouth on that date.

The Naval Base will be finally closed on March 31 next year, 437

years after the first building was erected for the support of the Fleet at Chatham.

Milestones in the final closure programme include:

MAY: Planned completion of HMS Churchill refit.

JUNE: Final Port Divisions in HMS Pembroke. Planned completion of HMS Hermione refit. All ship refitting and production work ceases.

SEPTEMBER: Flags of Officer Medway and Port Admiral Chatham hauled down. Beat Retreat and Ceremonial Sunset at Naval Base.

Medway Command disestablishes. Flag Officer Portsmouth assumes command of the Medway land area.

DECEMBER TO FEBRUARY 1984: De-storing, de-equipping and building closure continues.

MARCH 31, 1984: Naval Base (including HMS Pembroke) closes.

● Agreement was reached for the firm of Cosalt (which offers a wide range of ropes and nets) to operate the historic Ropery at Chatham from April this year. The Ropery had recently closed as part of the naval rundown there.

Achilles honours Plate cruiser



Right — There was a tremendous family welcome for the men of HMS Antrim when the destroyer returned to Portsmouth at the end of her second spell of South Atlantic duty. Last year the ship was involved in the Falklands war. Her second spell down south had involved family separations over Christmas.

Picture: PO(Phot) Radar Thompson.



HMS ACHILLES renewed historic ties with the Falklands at the end of March when the ship's company attended a Sunday service in Stanley Cathedral.

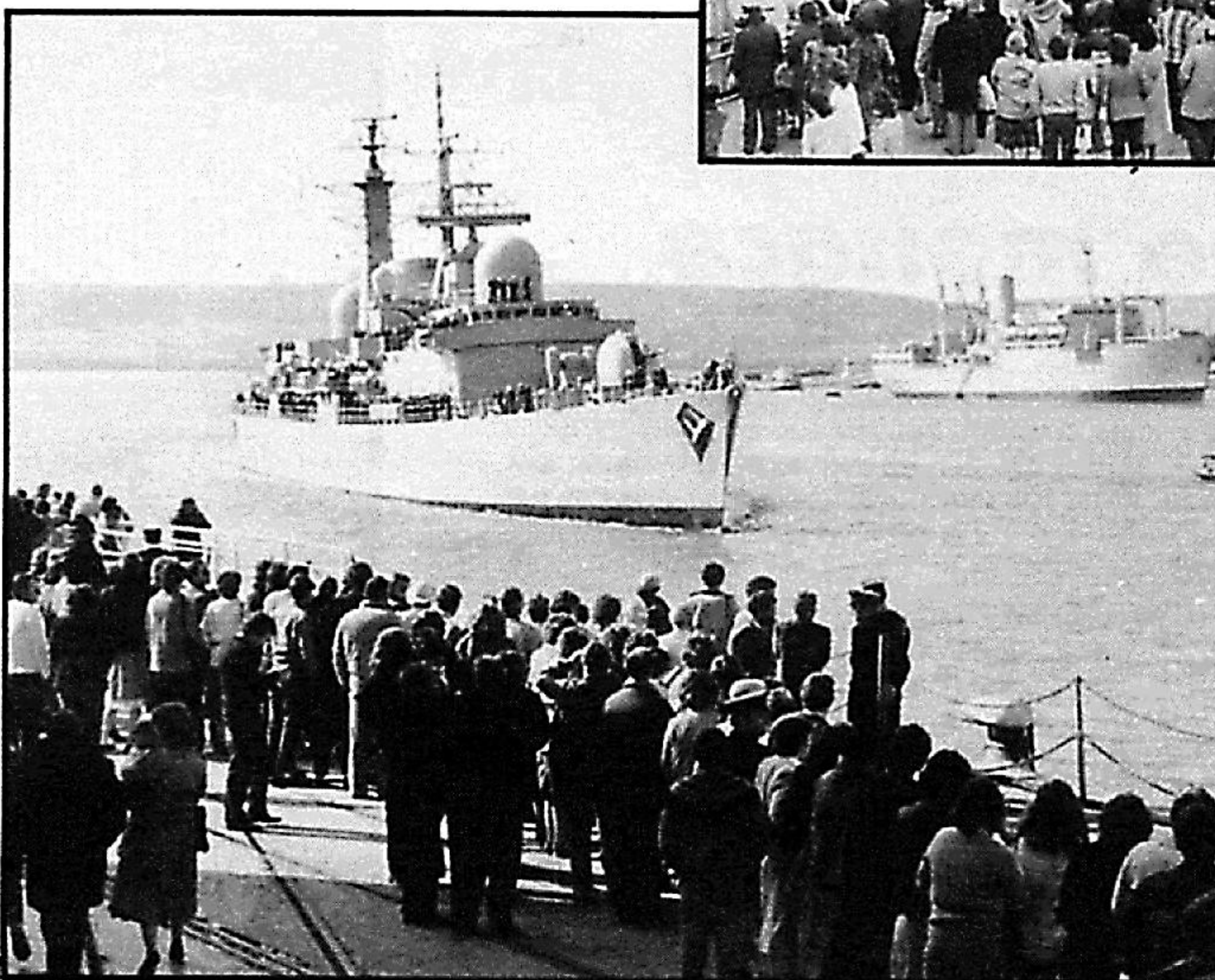
The ensign of the previous Achilles, the cruiser which fought at the Battle of the River Plate, was unshipped from the cathedral wall and draped around the pulpit.

After the service, conducted jointly by local incumbent the Rev. Harry Bagnall and naval chaplain the Rev. Charles Howard, the ship's company chatted with parishioners over coffee and "stickies" provided by the ship's cooks.

ATLANTIC MEDALS

Soon after arriving on station at the end of February the Achilles was visited by the Commander British Forces Falkland Islands, Major General David Thorne, who presented 11 South Atlantic and two Long Service and Good Conduct medals to members of the ship's company.

Between operational patrols the Achilles has landed small parties at remote settlements in the West Falklands, and many generous farmhouse teas have been enjoyed after a day out watching seals, penguins and other wild life.

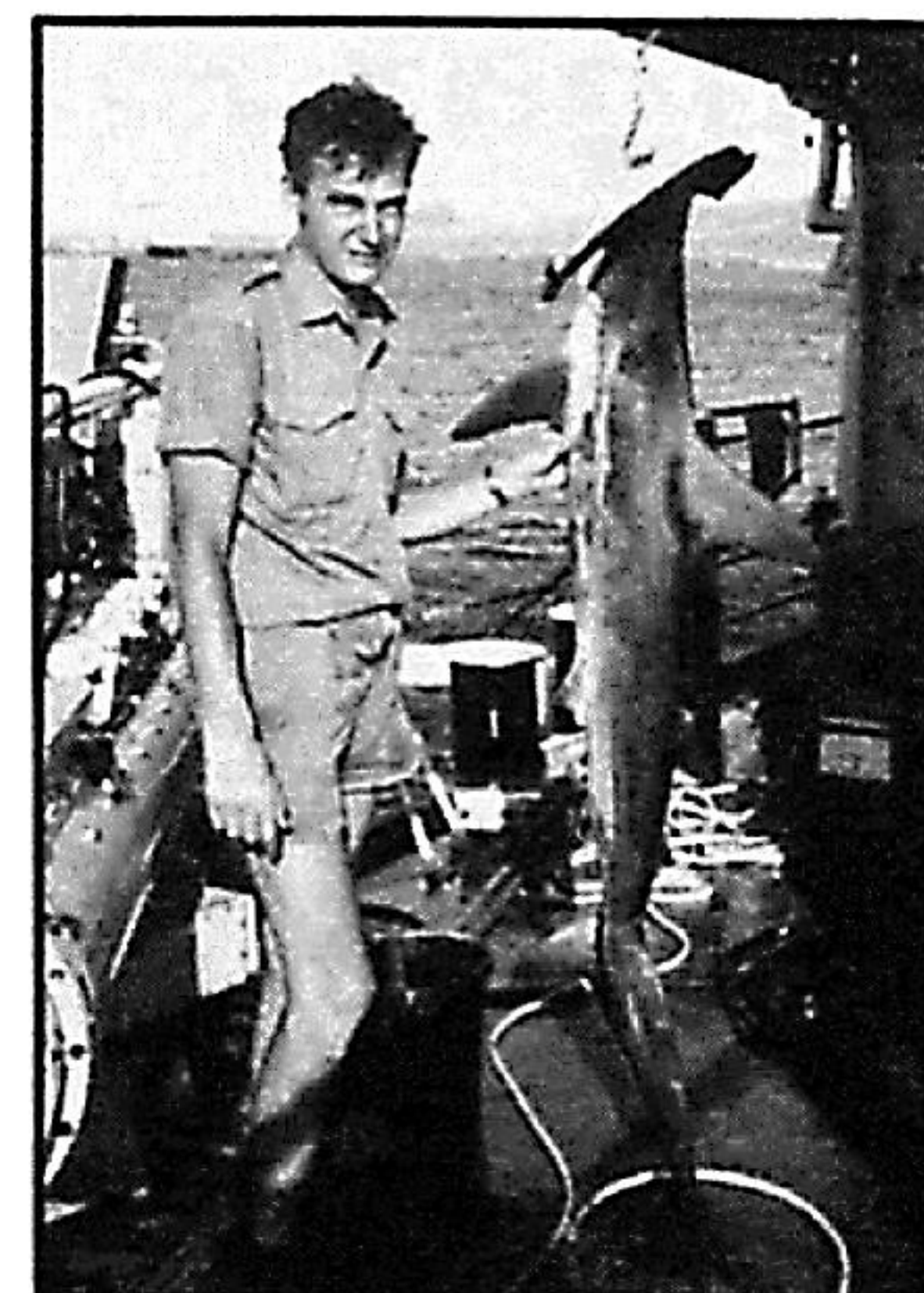


HMS LIVERPOOL returns from the South Atlantic to a warm welcome at Devonport. She also received a special "welcome home" message from the Lord Mayor of Liverpool, who reminded the commanding officer, Capt. Frank Grenier, that his ship has two home ports — Plymouth and Liverpool.

Next month the Type 42 destroyer is due to

visit Liverpool to receive the freedom of the city.

Waiting on the quayside at Devonport was a brand new Vauxhall Chevette which had been won in a grand ship prize draw by MEM Martin Callaghan. More than £6,000 of prizes were distributed and more than £2,000 was raised for charities on Merseyside.



THE NEW HMS Penelope fishing club held its first competition at anchor off Ascension Island on passage to the South Atlantic. Glorious weather attracted many competitors to the upper deck and the contest was won by WEMN1 Jim Green (pictured above) with a 48lb. hammerhead shark. On the menu that night it appeared as "Ascension Island salmon".

ACTIVE ON CUE!

HMS ACTIVE literally pooled her resources to fill brief moments of leisure during her current deployment to the Falkland Islands.

The ship's PTI, LPT Bungy Williams, embarked a pool table and was planning to run a knockout competition while the ship was in the South Atlantic.

The Active reports that players have to be quick when there is a swell running, and there are unconfirmed rumours that the Weapons Engineer Officer, Lieut.-Cdr. Mike Duffy, is working on a gyro-stabilisation system to make it an all-weather table!

SECOND TRIP

This is the frigate's second trip to the Falklands. During the war she was involved in screening, escort and gunfire support operations and took part in the final bombardment of Port Stanley.

She arrived back at the Falklands in late February to relieve HMS Charybdis, having completed an intense work-up period on passage to the south and visited Casablanca in company with HM ships Penelope and Cardiff.

Falkland cruisers

TWO 22ft. sailing cruisers are being built by Honnor Marine of Totnes for the recreation of servicemen in the Falklands. The Dracombe Drifters are being paid for by the Church of England Soldiers' Sailors' and Airmen's Clubs and by the naval wives and people of the Solent area. One will be named after Lieut.-Cdr. Richard Banfield, killed in HMS Ardent, and the other will be called British Freedom.



Capt. David Hart-Dyke and the Bishop of Coventry with the cross of nails recovered from the wreck of HMS Coventry. On display with it is a roll of honour of the 19 members of the ship's company who died.

Cross of nails back in Coventry

HMS COVENTRY's cross of nails is back in the safe-keeping of the city that presented it to the ship.

At a ceremony in Coventry Cathedral on March 18, the destroyer's former commanding officer, Capt. David Hart-Dyke, handed the cross to the Bishop of Coventry, the Rt. Rev. John Gibbs.

The cross was made of nails from timbers in the old, blitzed cathedral and presented by the city to HMS Coventry on her commissioning.

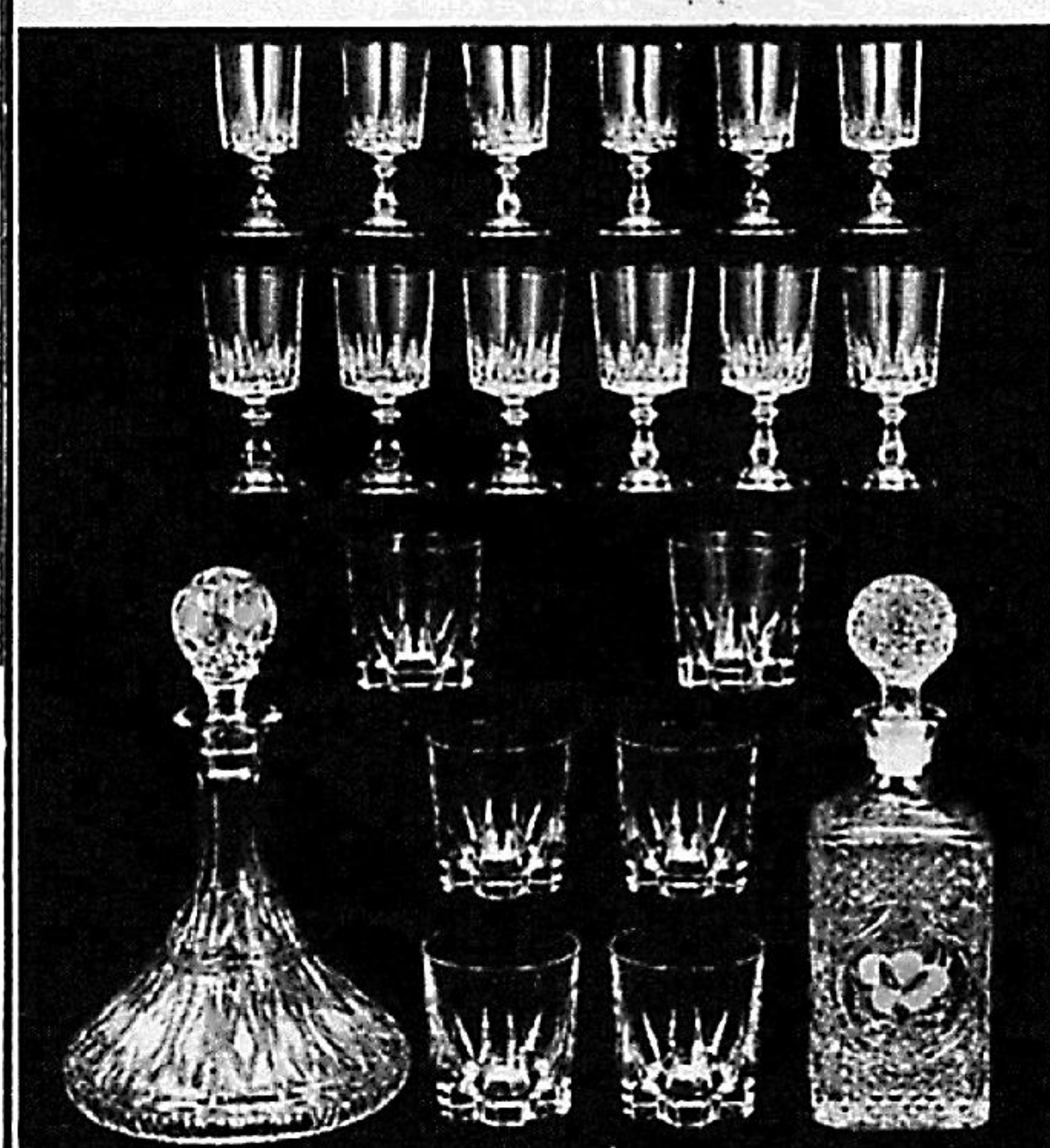
GLINTING

It was on board when the Type 42 destroyer was sunk by bombs off the Falklands, but recovered by Royal Navy divers when seen by chance, glinting in a corner.

Returning the cross, Capt. Hart-Dyke said: "It remained in the ship wherever she went and it was always used as the focus for our church services. During the Falklands conflict all trophies were put away in a safe place but, at the request of a young sailor I let this cross remain where it was."

"It became a symbol of hope and survival to many of us at the time."

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THREAT FROM THE

MCM1's old and new ships team up to fight mine menace

THE INHIBITING effect that enemy minefields can have on warships and supply vessels was highlighted in the South Atlantic last year, and has given new impetus to the men and ships of the Royal Navy's mine countermeasures squadrons.

The paralysing effectiveness of the mine, both as an offensive and defensive weapon, and the fact that the Russians have vast stocks of them, has turned mine countermeasures by the Royal Navy into a growth industry. Large sums of money are being spent to ensure our island nation can counter any threat for enemy mines.

Large numbers of mines were laid by the Argentines around the Falkland Islands and had to be located and neutralised before Royal Navy and support ships could operate safely.

Part of the Navy's minesweeping flotilla is the First Mine Countermeasures Squadron (MCM1) based at Rosyth. Made up of six Ton-class veterans and three "plastic" Hunts, MCM1 is a blend of the Navy's newest and oldest ships.

One of the Hunts, HMS Cattistock, is the latest ship to become operational, while the Ton-class HMS Bildeston celebrated her 30th year last month and is one of the oldest operational ships in the Navy.

MCM1 has proved that old and new are compatible for mechanical minesweeping techniques although, as revealed in last month's Navy News, the six Tons are to form MCM3 in October

with the Hunts remaining in MCM1 to be joined by new vessels of the 12-ship class as they enter service.

MCM vessels sent to the South Atlantic included two Hunts, HM ships Ledbury and Brecon, which quickly demonstrated their abilities.

Wrecks

In the middle of the Falklands winter they rapidly completed a variety of difficult tasks — the Brecon, for example, found the wreck of HMS Coventry and located the wreck of the Argentine vessel Carcarana in Falkland Sound.

The two Hunts also hunted and cleared an Argentine minefield previously swept by the Navy's converted trawler-minesweepers. The Ledbury and the Brecon

went on to explosive work in San Carlos Water, Fox Bay, Port William and other locations.

Seven ships of MCM1 have just completed a testing five weeks working together at sea, with a break at Ostend to train at the NATO minewarfare school based there. It is the only one of its kind in Europe and is used extensively by all Western European navies.

Operating from cubicles which simulate a ship's operations rooms, teams from MCM1 carried out a three-day exercise during which their efforts were constantly plotted and monitored.

The seven which took part were HM ships Cattistock, Ledbury, Bildeston, Sheraton, Brinton, Upton and Gavinton. As well as sweeping and hunting exercises, they carried out gunnery drills, refuelled at sea from RFA Black Rover, and took part in a defence exercise against sabotage attacks by enemy frogmen.

Ports of call included Whitehaven, Liverpool and Newcastle.

Pictures: CPO(Phot) Michael Gilbert

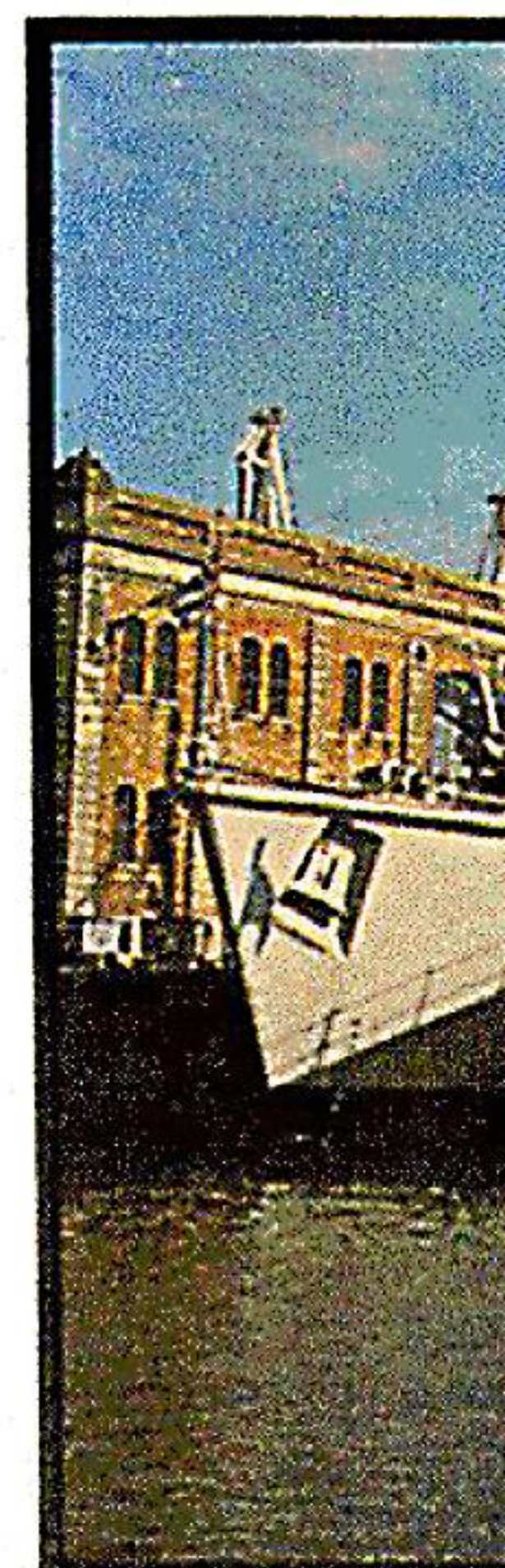
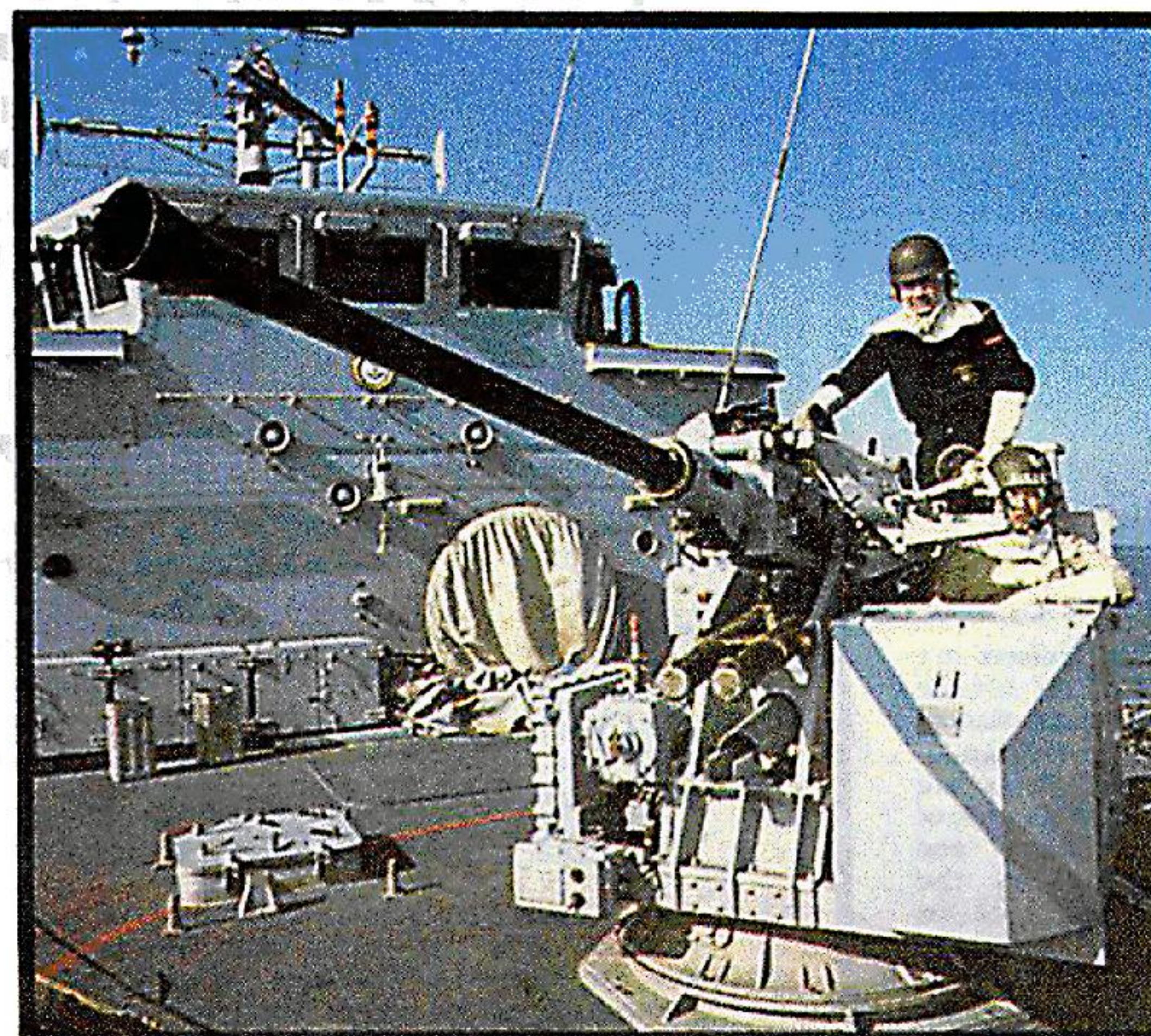
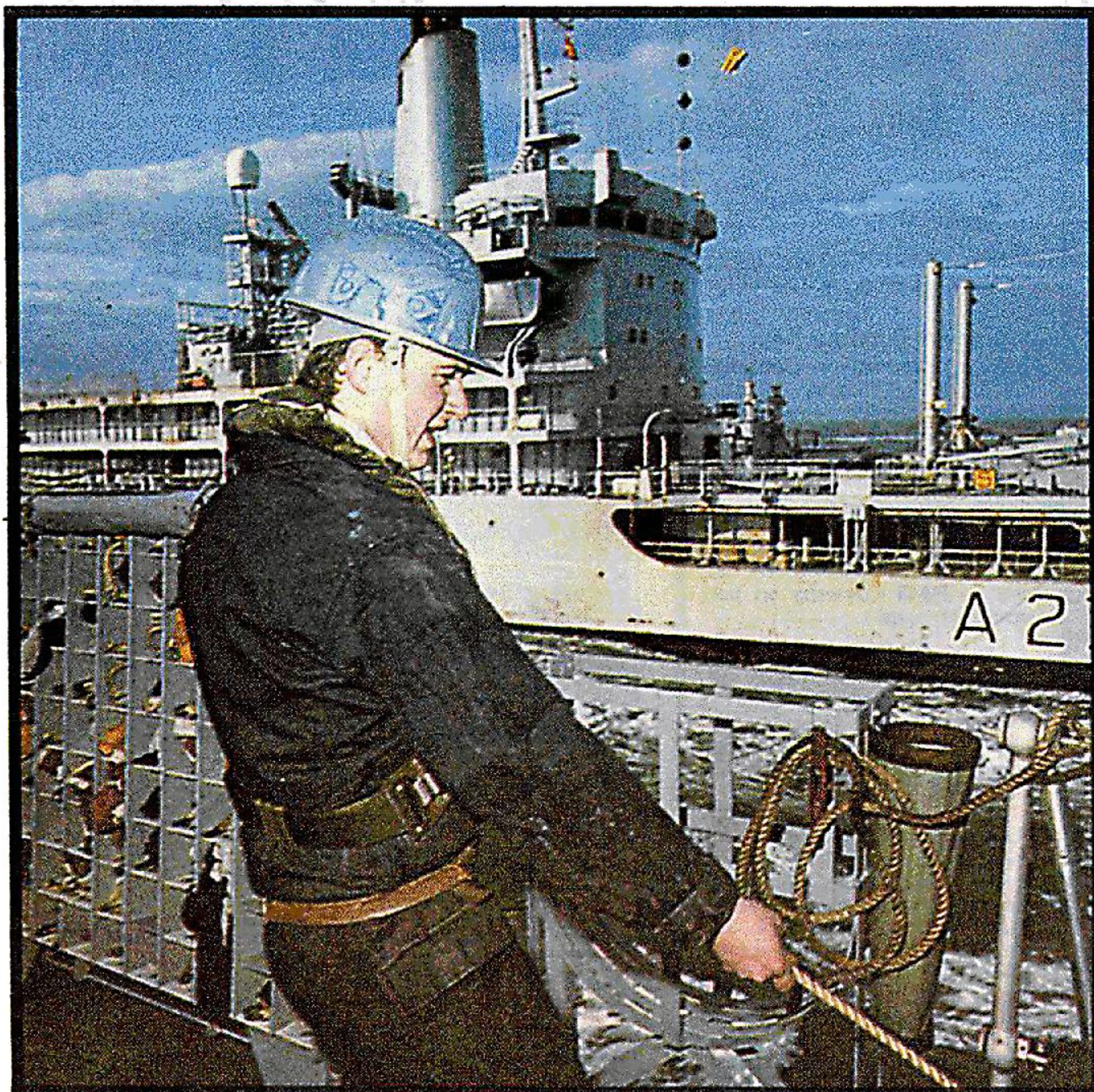


Left — AB(MW) Jan Takei of HMS Cattistock pulls in a fuel hose line rope from RFA Black Rover before taking on fuel off Portland while on passage to Ostend.

Above — HMS Bildeston (M1110) as pictured from HMS Cattistock during transfer off the Needles, Isle of Wight.

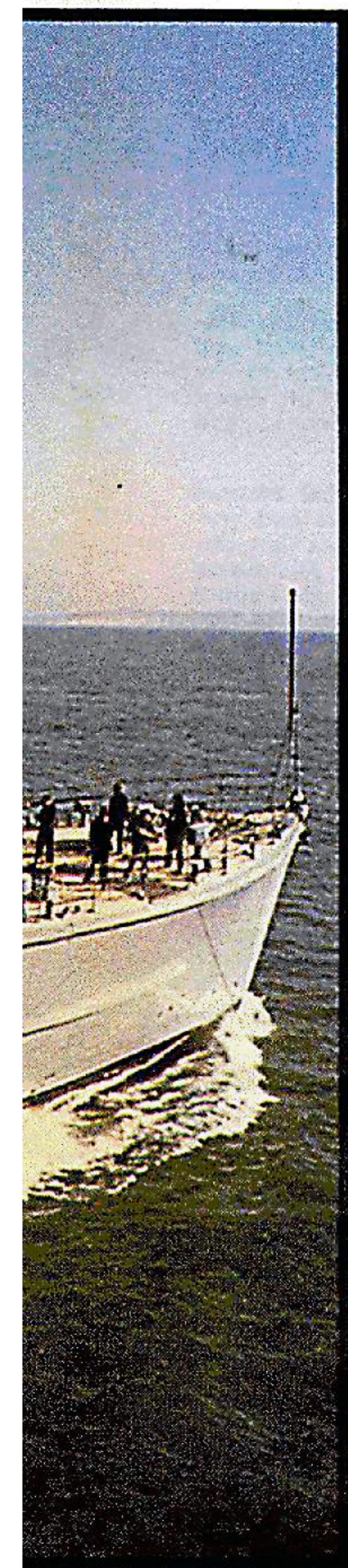
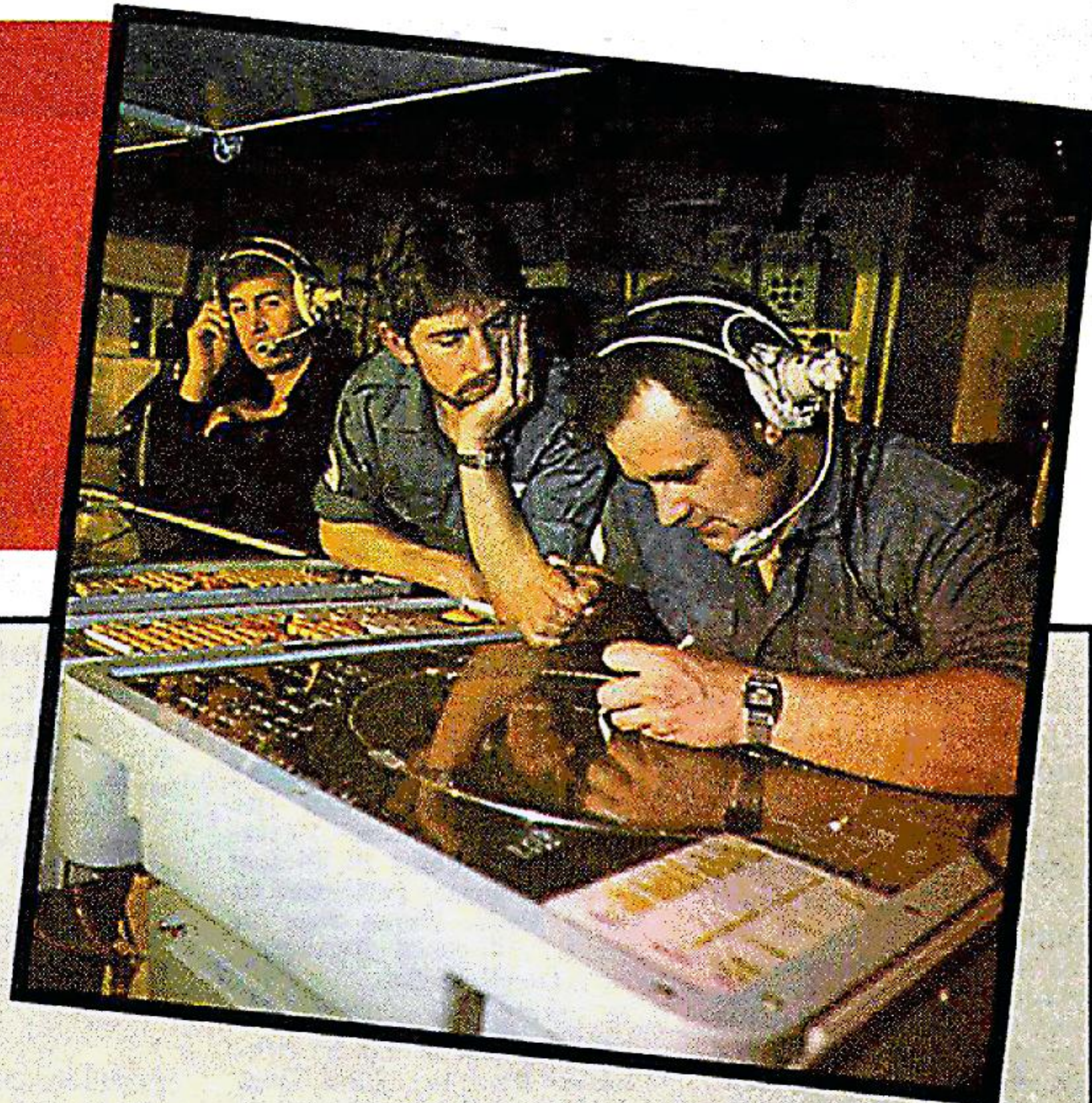
Below — HMS Cattistock's Bolvors gun team prepares for an exercise off Portland. The aimer is AB(M) Tony McLeod, with the loader, WEM(O) Norman MacKay, standing.

Below right — Pictured in the tidal basin in front — HMS Cattistock (inboard), HMS Sheraton (inboard) and HMS Bildeston (M1114).



E DEEP

HMS Cattistock's ops. room team tracks radar contacts in dense shipping traffic near the Dover Straits. Right to left are AB(R) James Blair, PO(MW) Knocker Whitehead and CPO(MW) Bill Haley, who is on the MCM1 staff.

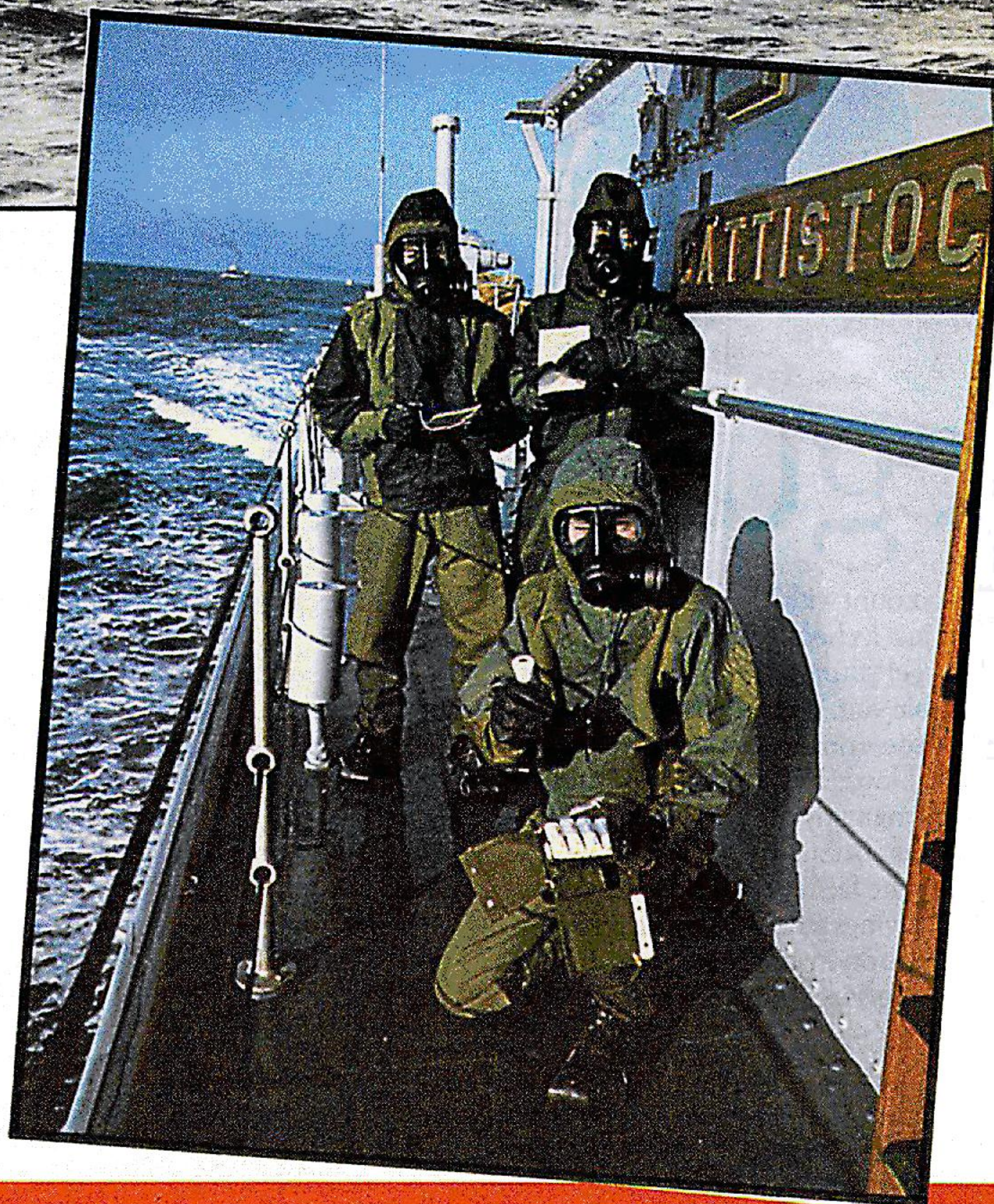


(M1110) and HMS Gavinton dock during a messenger line

Above right — HMS Bildeston replenishes from RFA Black Rover in heavy weather with HMS Gavinton in close attendance.

the tidal basin in Ostend are, board), HMS Ledbury (M30); board) and HMS Brinton (114).

Right — Swathed in their protective clothing, HMS Cattistock's NBC monitoring and decontamination team tests for gas and chemical warfare agents during an exercise on passage to Ostend.



NAVY NEWS IN BRIEF

Phoebes meet their match!

SAILORS in HMS Phoebe met their match when pretty Lisa Merton accepted an invitation to meet the ship's company who had voted her their pin-up.

Nineteen-year-old Lisa, a hairdresser from Kent, stole the lads' hearts when a sailor's wife sent them a picture of the local beauty while the ship was on South Atlantic patrol.

Lisa was almost immediately adopted and agreed to visit the Phoebe on the ship's return to Plymouth. She is pictured being swept off her feet by (from left) LCA Sheasby, RO Preston, MEM Belton, MEM Harrison, AB Thomas and WTR Elliot.

The RNR Air Branch celebrated its third anniversary on April 3 with a dinner and training week-end at RN air station Yeovilton. Role of the branch is to augment air crew in times of emergency. One Sea Harrier pilot was recalled to go south with HMS Illustrious in the aftermath of the Falklands war.

THE Bambara Flight Safety Shield (Section II) has been presented to 815 Squadron at RN air station Portland. The shore-based squadron parents all shipborne Lynx helicopters.

A NEW tri-Service recruiting office was opened in the Hereward Arcade, Peterborough, on March 10. Present for the ceremony performed by Mayor Eddie James was the Director of Naval Recruiting, Capt. Derek Wallis.

AMONG new orders for helicopters is one for 11 Sea Kings — some of them replacements for Falklands losses — for the Royal Navy. Further MOD orders are expected to include Lynx helicopters.

STONEHOUSE whitewashed Haslar in the annual sporting

events staged between the two Royal Naval hospitals. Eight sports are contested each year, and after the winter round of hockey, rugby, soccer, squash, and netball, all eight trophies are held by the Plymouth establishment. The cycle of matches starts again in the summer with cricket and tennis.

PORTSMOUTH FMG's six-man team won the South Downs Trek, covering a total of 53 miles to achieve a record score of 2,665 points, 500 clear of nearest rivals HMS Collingwood, and third-placed HMS Nottingham.

The adventure trek, designed by Lieut.-Cdr. John Muxworthy

Flying the flagpole

A WESSEX helicopter of 707 Squadron from RN air station Yeovilton provided help from on high for the village church of Glanvilles Wootton, Dorset.

The flagpole on the church tower had to be replaced — and positioning

it was the task of local man and Navy pilot Lieut. Mark Salter, and Sgt. David Greet. They were ably assisted on the ground by CPO Chris Reed, PO Ian Brown, SNA Peter Smith, Mr. Roger Trevor (church warden) and Mr. Michael Miller one of the bellringers.



of HMS Vernon, takes place on the South Downs between Butser Hill and Clanfield in the west and Chalton and Heyshott Down in the east.

PORTSMOUTH Field Gun Officer, Lieut. Tim Lawrence, received a cheque for £350 raised by HMS Excellent's Whaley Club to pay for the team's track suits.

TRAINED guides will be available at the National Maritime Museum on every Wednesday from June 1-20 inclusive. Parties of not more than 25 visitors are offered the guide service for one hour from noon.

LIEUT. Simon Gilbert RN was a member of a team at Port Stanley who won the Cossor Trophy, awarded annually to the most efficient air traffic

control team supporting an RAF flying station. Composed mainly of RAF personnel, the team reactivated and operated vital air traffic control services following the liberation.

ROYAL MARINES Lieut. Dick Potts has won HMS Centurion's first annual "Superstar" title. The final included the 110m. hurdles, 1,500m., assault course, pistol shooting, gym tests and soccer skills. Runner-up was LWTR Stevie Hampton. The £350 proceeds have been donated to the Mayor of Gosport's Appeal Fund.

FOUR Royal Marines Commandos who lost limbs in the Falklands war were treated to two weeks of ski instruction in the USA. The holiday, courtesy

of the British Limbless Ex-Servicemen's Association and its American equivalent was for Lieut. Paul Allen, Cpl. Trevor Lee, Cpl. Bas Morgan and Mnc. Mark Curtis.

Three other Royal Marines who lost limbs were each presented at Stonehouse Barracks, Plymouth, with a Mini-Metro car, paid for by the South Atlantic Fund. They were Cpl. Alan Lee, Mnc. Wayne McGregor and Mnc. Danny Mudge.

NEW 1805-style naval lanterns have been made for HMS Victory by teenagers on the basic engineering foundation course at Highbury College of Technology, Portsmouth. The first 12 lanterns were delivered in March. There will eventually be 60.



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'End discrimination over bravery awards'

DISCRIMINATION in bravery awards between officers and men should end, the Royal Naval Association conference will be told.

Cardiff branch will urge the Association to recommend to the Navy that "representations be made to HM the Queen for

the abolition of discrimination in awards for bravery... In view of the changing social scene this is most appropriate in 1983."

In some cases gallantry awards of equivalent status are in the form of crosses for officers and "medals" for men. The

Distinguished Service Cross is awarded to officers, the Distinguished Service Medal to the ranks; the MC to officers, the MM to ranks.

The medals proposal is among 14 motions before the conference. Others include one by Dundee branch urging the

RNA to provide holidays for the children of Irish shipmates to ease the stress of their daily lives.

Several of the motions deal with standard bearing while one from Reigate urges the introduction of an RNA Day to promote the Association.

Plaque tribute to Syd

A WALL plaque in memory of Shipmate Syd Harrison, a founder member of Eastbourne branch, has been unveiled by his widow at the town's Royal Naval Old Comrades Club.

Syd was branch secretary since its formation in 1937 to his death three years ago. He was also involved with the Sea Cadet Corps and combined ex-Servicemen.

A service was conducted by the Rev. Hallan, branch chaplain, and a bouquet was presented to Mrs Harrison and her daughter, Mrs Harrison Beard. Eighty shipmates attended the unveiling.

Vice-president Don Marshall has been elected as chairman of Derby branch, with Shipmate Tom Smith as vice-chairman and Shipmate Arnold Crossley as vice-president, secretary and treasurer. Shipmate Norman Davies has been elected standard bearer and the Rev. Roy T. Radley padre. The branch extends a warm welcome to any RNA members visiting the city.

KELLY PAINTING

With three new members, Yeovil is creeping towards a strength of 100. At the branch's March meeting it was agreed to donate £50 to the local Sea Cadets, £25 to a training centre and £10 to a retreat for battered wives.

One of 40 special copies of a painting of HMS Kelly has been presented to Gosport branch by HMS Kent's No. 2 CPOs' Mess. The branch will hold the print for safe-keeping until another HMS Kent is commissioned.

The picture is one of two score signed by the artist and by Countess Mountbatten of Burma, Lord Louis' daughter. It was presented to the Kent by members of the Kelly Association following their visit to the chiefs' mess.

Oldham, which has nearly doubled its membership in the past 12 months, have formed their own concert party and are doing several charity shows. They are short of props of all kinds, especially second-hand items of uniform. They are also searching for a recording of the march "Boys of the Old Brigade" and would appreciate if any member of the RNA or any branch could help.

A-TESTS: RNA SEEKS THE FACTS

CONFERENCE PREVIEW

EVIDENCE of death or illness suffered by Servicemen who witnessed Britain's nuclear tests in the Fifties and Sixties is being sought by the Royal Naval Association.

The RNA is represented on two bodies which are working "to ensure that the possibility of attributable after-effects is not swept under

the carpet in Whitehall."

One is the British Members Council of World Veterans Federation which is seeking to gather world-wide evidence; the other is the Council of British Service and Ex-Service Organisations which has asked the Royal British Legion to co-ordinate case histories. It has also obtained independent medical advice from experts.

In a message to members, RNA General Secretary Capt. Don Beadle RN (ret.), said that it is important to assemble evidence to help the Government and monitoring organisations to reach the correct conclusions.

The Association advises anyone who knows of death or illness which might be attributable to A-test service to write to both the Naval Pay and

Pensions Division, Old Admiralty Building, Ministry of Defence, London SW1, and to Mr. Day, the Pensions Officer, Royal British Legion, 48 Pall Mall, London SW1Y 5JY.

Proposal

RNA annual conference on June 11 will be asked to adopt a proposal on the subject by St Austell branch.

Their motion urges the conference to require "the National Council and Headquarters staff to co-operate fully with those looking into the injuries and illnesses suffered by Royal Navy and other service personnel by reason of the nuclear tests... to ensure that Government does not evade its responsibility to make payment of adequate compensation to the casualties and their dependants."

company for the hospitality and courtesy they shall not forget.

There is encouraging support for Portsea branch which commissioned on January 22 and already boasts 60 full members — serving and ex-serving.

ADMIRAL

Vice-Admiral Antony Tippet, Flag Officer Portsmouth, has accepted their invitation to be branch president. A supper dance held on March 19, raised £250 for a branch standard.

Members meet on the last Tuesday of the month in the quiet bar of the Sailors' Home Club, Queen Street, Portsmouth, and extend a welcome

SHIPMATE Alf Wootton, a vice-president of the Royal Naval Association, is accompanied by his wife Alice and daughter Frankie outside Buckingham Palace where he received the OBE from the Queen in recognition of his work for the Association.

Alf has held every office open to him at any level during his 30 years of membership. He represented No 1 Area from 1968 and was the first ever Chairman of the National Council to be elected eight years in succession.

A member of Kingsbury and Kenton branch, he stood down from the National Council last year. He is president of No. 1 Area.

Shipmate "Robbie"

Robinson, honorary member of Leeds branch, has received the French National Order of Merit for his services as general secretary of the Dunkirk Veterans Association, which he helped form 36 years ago.

The honour of life membership has been bestowed on Shipmate Doff Hannabus on her retirement as entertainment secretary of Purley branch. She now shares the honour with her husband.

For his long and dedicated service to No. 4 Area, Shipmate C. D. Lewes was awarded a life vice-presidency. He has served since 1956 including six years as Area chairman. He is a member of Newton Abbot branch.

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to new members. They also send their thanks to the club for the encouragement given in forming the branch.

Shipmates of Henfield enjoyed an outing to London which included a visit to HMS Belfast and to "Underneath the Arches" at the Prince of Wales Theatre.

Before leaving the theatre the branch were thanked for their support by Roy Hudd, one of the stars.

It has been a good year for Peterborough and District with members generously supporting fund raising efforts for maritime and local charities. At their annual dinner, attended by 170 shipmates and guests, the speakers were Admiral Sir Raymond Lygo, branch president; Capt. Don Beadle, General Secretary of the Association; Councillor E. James, the Mayor; and the Very Rev. R. Wise, Dean of Peterborough.

There was a good attendance at Bridlington annual general meeting at which Shipmate J. M. Roberts, a founder member, stood down as secretary, an office he had held for the past ten years.

FRIGATE WELCOMES ULSTER SHIPMATES

SHIPMATES of Limavady (Irish Area) welcomed the chance to get some seetime "plus a drop of the roughers" when invited to join HMS Londonderry when the ship anchored three miles off Portrush.

After a tour of the ship they were welcomed to the CPOs' Mess where the branch was presented with a ship's badge by the mess president. In return a bottle of the best whiskey, distilled locally, was presented.

Before leaving there was a tot of 'neaters' for the visitors who send their thanks to the commanding officer of the Londonderry and members of the ship's

OBITUARY

Shipmate Nick Carter, founder member and chairman Leicester, also member of Wigston, March 12.

Shipmate Phil Norman, Purley, February.

Shipmate Jack Brumby, secretary, Scunthorpe, aged 60.

Shipmate Bill Hudson, North Manchester, March 28, aged 63.

Shipmate Eric A. Silvers, Derby and RN Patrol Service, March 29, aged 60.

Shipmate John Roberts, former

secretary Shrewsbury, March 5, aged 65.

Shipmate "Jumper" Collins, Eastbourne, March 18, aged 83.

Unfortunately a name error occurred in the RNA obituary column last month. The death which should have been recorded was that of Shipmate Cyril Langley (ex-AB), of Southend branch.

Our sincere apologies for any embarrassment caused, particularly to Mr. Jim Brady (ex-RM) and his wife, whose home is at Southend.

Rise in subs. planned

AN INCREASE of 50p a year in subscriptions is proposed by the National Council of the Royal Naval Association.

Introduction of a £2 rate after this year will be put before the RNA conference at Arbroath on June 11.

The current rate of £1.50 has been pegged since 1977 and next year's rise, if approved, will still be 80p less than if the subscription were adjusted to meet inflation.

Annual accounts show that the RNA suffered a deficit of £4,152 in 1982 — a drop which was not unexpected. Although total membership rose from 40,531 to 45,152 in 1982, only 1,097 were full members and the number of senior citizens excused subscriptions is now 5.5 per cent of the total.

CONFIDENT

However, the National Council remains confident that expansion is continuing to reap rewards and looks forward to a further improvement in full membership this year as active Servicemen respond to the Association's recruiting campaign.

Eighteen new branches were formed last year and four more so far this year, bringing the total to 353.

In the field of charity the National Council recommends that targets for the Central Charities Fund in 1983-84 should be the Sailors' Children Society at Hull and the Royal Naval Benevolent Trust. In 1982-83, £5,000 was sent to the Royal Alfred Seafarers Society at Banstead, £3,000 to the Hospital of St John Hawkins at Chatham and £1,000 to the RNBT.

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PLAIN SAILING FOR SULTANS

AN IDEA which could become fashionable with other fund raisers was introduced in HMS Sultan when uniformed personnel were permitted to turn up for duty one day in plain clothes.

Those out of Royal Navy rig paid £1 to charity with an extra 50p levied on men who wore earrings and on girls in leg warmers. The more outlandish the clothes, the more had to be paid.

Cdr. Allan Stewart-Fitzroy, who inspired the idea, turned up in a trendy city suit complete with bowler and rolled umbrella. But others were less disciplined — two ratings dressed as Nora Batty of BBC TV's "Last of the Summer Wine," trainees attended class wrapped in bed sheets, and one petty officer went so far as to sport a colourful T-shirt

which advised all to "Join the RAF."

But it was all in a good cause and a fun way of raising £500 to add to the £15,000 accumulated for charity by HMS Sultan in 1982.

HELPING HANDS

Gun-running was the name of the game when prospective Devonport Field Gunners set out to raise funds for a local charity. Led by Lieut. David Pond, the field gun officer and CPOPT Henry Cotton, they ran the 14 miles from the George Hotel at Roborough to HMS Drake pulling a field gun and limber.

Their effort, completed in record time, raised over £1,000 for the Plymouth branch of Cystic Fibrosis — and the approval of Alan and Pearl James of

The Shakespeare pub in Devonport, who held a reception in the team's honour.

When Mrs. Deirdre Tapply of Dorchester accompanied her husband, CMEMN(P) Tapply, to HMS Malabar in Bermuda, she ran a small souvenir shop for the convenience of visiting ships.

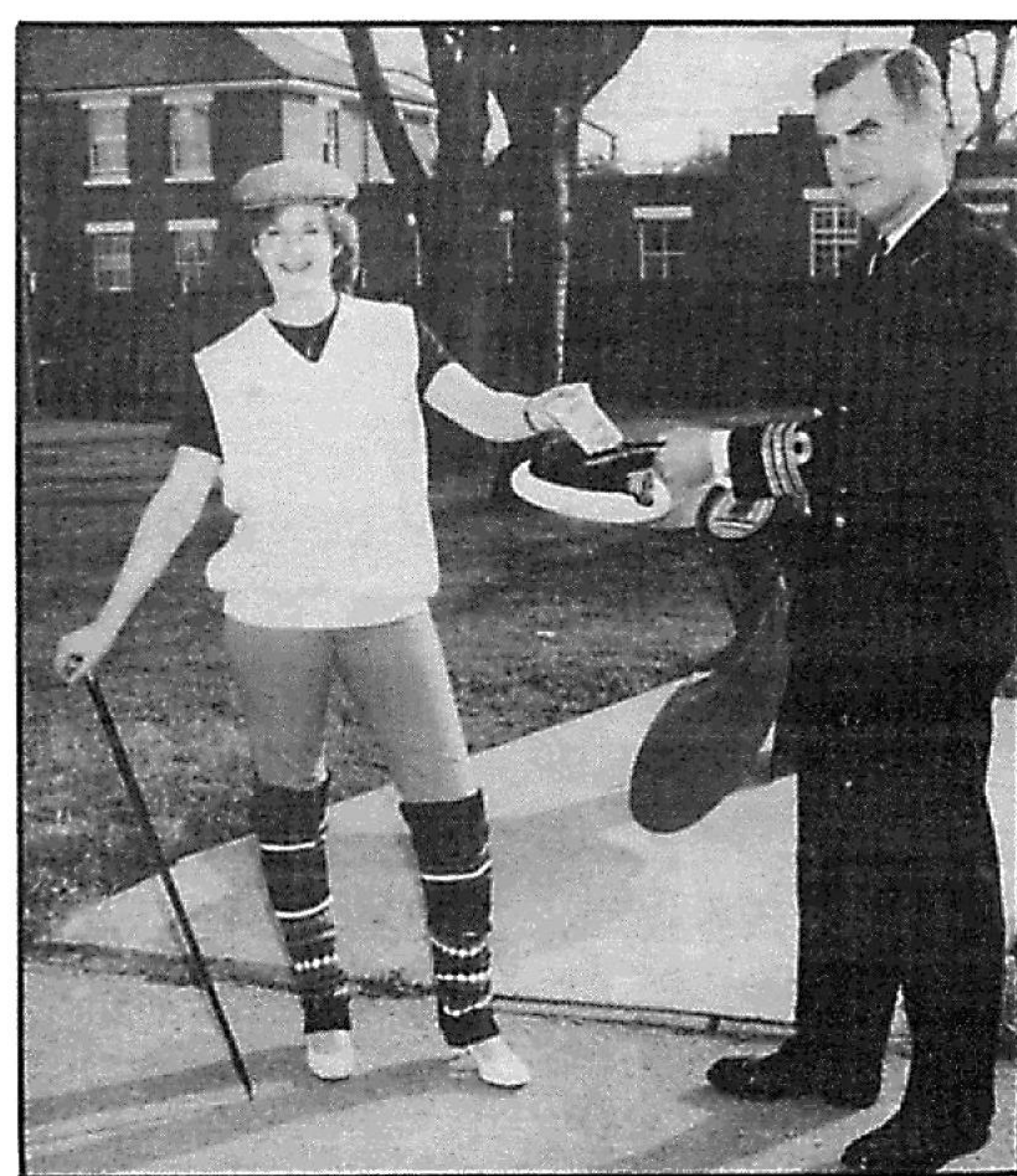
Helped by other naval wives the shop flourished, enabling Mrs. Tapply to present profits of £2,337 to the Dorset Education Authority to assist deaf and partially deaf children.

Officers and cadets of Cunningham Division, Britannia Royal Naval College invaded Drake's Island, Plymouth, for a vigorous spring-clean exercise.

The occupying force under the leadership of Mid. Steve Green, painted and decorated dining rooms, showers and the 16th-Century Gate House, their voluntary effort completing an estimated 2½ months' refurbishing in just two days.

H.M.S. Collingwood have adopted the Jubilee Sailing Trust who plan to build a 135ft. square rigger for use by the disabled.

The WO's and CPO's Mess has raised over £1,000 towards the estimated £2 million cost of the ship STS Lord Nelson. Twelve LWEMs of the Mechanics Training School were hoping to raise another £1,000 by pushing a



Setting the trend for rig of the day in HMS Sultan is LWren Fiona Quayle — but it cost her and many more ratings a "fine" for charity when they turned up for duty in civvies. Fiona's contribution is being collected by the architect of the scheme, Cdr. Allan Stewart-Fitzroy, executive officer of the establishment.



Picture: Wilson S. Groot, Edinburgh

wheelchair from Trafalgar Square to Southampton.

The combined Senior Rates Mess (Catch-22 Club) of HM ships Boxer, Beaver and Cottesmore, all standing by at Yarrow Shipbuilders, held an Easter dance in aid of a local children's hospital.

The price of admission to the dance was an Easter egg or a child's toy which resulted in over 130 eggs and 12 cuddly toys being presented to Glasgow Hospital for Sick Children at Yorkhill.

Fifty-five Easter eggs were presented to the Mayor and Mayoress of Winchester by the ship's company of HMS Alacrity when they were entertained on board.

The eggs were for the children of Greenacres Special School, Winchester, the ship's adopted charity which was recently presented with £700 raised by members of the ship's company on a pram-push collection.

In addition the Mayor received on behalf of the school £150 sponsorship money raised by the push.

HIGH and dry after taking part in a sponsored canoe race on the River Leith is Wren Linden Cartwright of the HMS Caledonia team. With her is teammate MEA(A) Richard Dobson and competitors from Edinburgh University and the Parachute Regiment.

They paddled their own canoes up a three-mile stretch from Kinleith Industrial Estate to the Dell Inn, Edinburgh, raising £300 for Muscular Dystrophy in the process.

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A destroyer speeds towards Dunkirk. Mr. Lord describes it as a G-class vessel, the last of which were crippled during the evacuation, but the Imperial War Museum — whose picture it is — identifies it as HMS Wakeful which was torpedoed later the same day — May 29, 1940.

NEVER has the great British ability to muddle through been more vigorously tested than it was during 12 days of June, 43 years ago. Aided and abetted by some astounding good fortune, more than 338,000 Allied troops were snatched from certain death or capture to fight another day.

The confusion that surrounded one of the greatest rescue operations of all time is vividly caught in Walter Lord's *"The Miracle of Dunkirk,"* published by Allen Lane (price £8.95).

So quickly were British, French and Belgian troops rolled back by Hitler's panzers that critical days passed before the Government and Chiefs of Staff in London even realised an evacuation was necessary.

When they did, it was almost too late. Then came the miracle — Hitler ordered his tanks to stop when they had the entire British Expeditionary Force practically in their sights, poor visibility constantly thwarted Hermann Goering's ferocious Stuka

diver-bombers, and for nine days the normally boisterous Channel was as calm as a millpond.

So little was understood about the nature of the task that the Royal Navy at first assigned just four destroyers to the evacuation. As the crisis developed, so did the Navy's commitment, and in the final days of Operation Dynamo an unbroken line of warships, ferries, barges and the famous "Little Ships" stretched from Dunkirk to Dover.

More than 240 vessels were lost (including nine of the navy's destroyers.).

EXCITEMENT

But despite a catalogue of misunderstanding, miscalculation and error, Churchill's "miracle of deliverance" happened.

By telling the story through the eye of men who were there, Mr. Lord has produced a history book laced with the tension, drama and excitement of a novel.

It is a story of men like Capt. William Tennant, RN, who calmly



Capt. William Tennant, who speeded up the Dunkirk evacuation by ordering the use of a harbour mole.

controlled the flow of men to ships; of Rear-Admiral Frederic Wake-Walker who had the unenviable job of co-ordinating ships off the beach; and AB Elton, just one of a legion of ordinary heroes.

IN BRIEF

"The Chemical Supplement to The Ship Captain's Medical Guide" published for the Department of Trade by HMSO (price £5.95). Primarily intended for Merchant Navy use, this booklet could not inconceivably come in handy on board warships. It catalogues the frightening effects of a wide range of dangerous chemicals together with appropriate treatment should accidents occur.

"Teach Yourself Spelling" by Patrick Thornhill, published by Hodder and Stoughton (price £2.50). If you spell accommodation like that, or privileged like so, this book is for you.

"A Brig of War" by Richard Woodman, published by John Murray (price £7.95). Third novel in a series which follows the career of Nelsonian seafarer Nathaniel Drinkwater. Here he is involved in British naval operations on the flank of Napoleon's Egyptian front.

"Allies in a Turbulent World" by Frans A.M. Alting von Geusau, published by Lexington Books (price £18.50). Frans von Geusau, professor of law of international organisations at Tilburg University, The Netherlands, explores the issues underlying what he sees as the estrangement of Europe and America. He asserts that they are drifting from political unity and strength to divisiveness and impotence — and elucidates the choices that he says must be made if the alliance is to survive.

AS THE FALKLANDS crisis grew in pace in the week before the Argentine invasion, a crucial role in deciding Britain's response was being played out behind the scenes by the then First Sea Lord, Admiral Sir Henry Leach.

According to a new account of the conflict he was a vital driving force behind the plan to muster and despatch an armada to the South Atlantic.

In *"The Battle for the Falklands"* authors Max Hastings and Simon Jenkins claim to have interviewed almost every central figure in the war, most of whom recognised that "the struggle was a unique event and that few of its secrets needed to be shielded for posterity."

We must assume that it is from those interviews that they reconstruct events which rocked the corridors of power when it became clear to the Government — though by no means to the public in general — that Argentine aggression was imminent.

In a chapter entitled *"The Admiral's Hour"* the authors paint a picture of a Whitehall bemused in the face of sudden conflict. "Only one institution seems to have responded to the assessments with total single-mindedness: the Royal Navy."

According to Hastings and Jenkins, foundations for the deployment of a large task force were laid on March 28 (five days before the actual invasion) during a meeting between the First Sea Lord and his senior operations staff.

Decision day

Two days later a critical four-hour meeting was in progress in Mrs Thatcher's Commons office. Those present included the Prime Minister herself, Defence Secretary Mr John Nott and the Deputy Foreign Secretary Mr Humphrey Atkins. The Foreign Secretary, Lord Carrington, was in Israel and the Chief of the Defence Staff, Admiral of the Fleet Sir Terence Lewin, was visiting New Zealand.

Admiral Leach had spent the day on an official engagement in Portsmouth and he was a late arrival, but: "Most participants at the meeting agree that Leach's arrival made a marked difference in its tenor."

Answering Mrs Thatcher, he



Admiral Leach... "without his personal dynamism it is unlikely that the Fleet would have sailed so soon."

said he could mobilise a full task force by the week-end. "He also hazarded the wholly political view that if an Argentine invasion did occur the Navy not only could but should respond."

It was decided to put the Fleet on full alert, and commenting on the admiral's role in that meeting the authors conclude that "without his personal dynamism it is unlikely that the Fleet would have sailed so soon, and as a result more

cautious counsels might have gained wider currency."

Admiral Leach's days of contingency planning stood him in good stead. The authors quote a senior ministry official as saying: "Every one of Leach's commanders would have been shot if those ships had not been ready to sail by the week-end. Leach knew that not just the Falklands were at stake."

"The Battle for the Falklands," published by Michael Joseph (price £10.95), is a thorough work in which a well-tuned chronology links the whirlwind events in London, Washington, Buenos Aires, and the war zone itself.

Penetrating

Simon Jenkins, political editor of *The Economist*, traces every twist of the crisis in the three capitals, while Hastings draws on his personal experiences with the fighting men.

It remains to be seen whether the test of time and fresh knowledge will support this book's claim to being a definitive account of the war, but it is certainly one of the most penetrating to be written in the year since that dark springtime of 1982.

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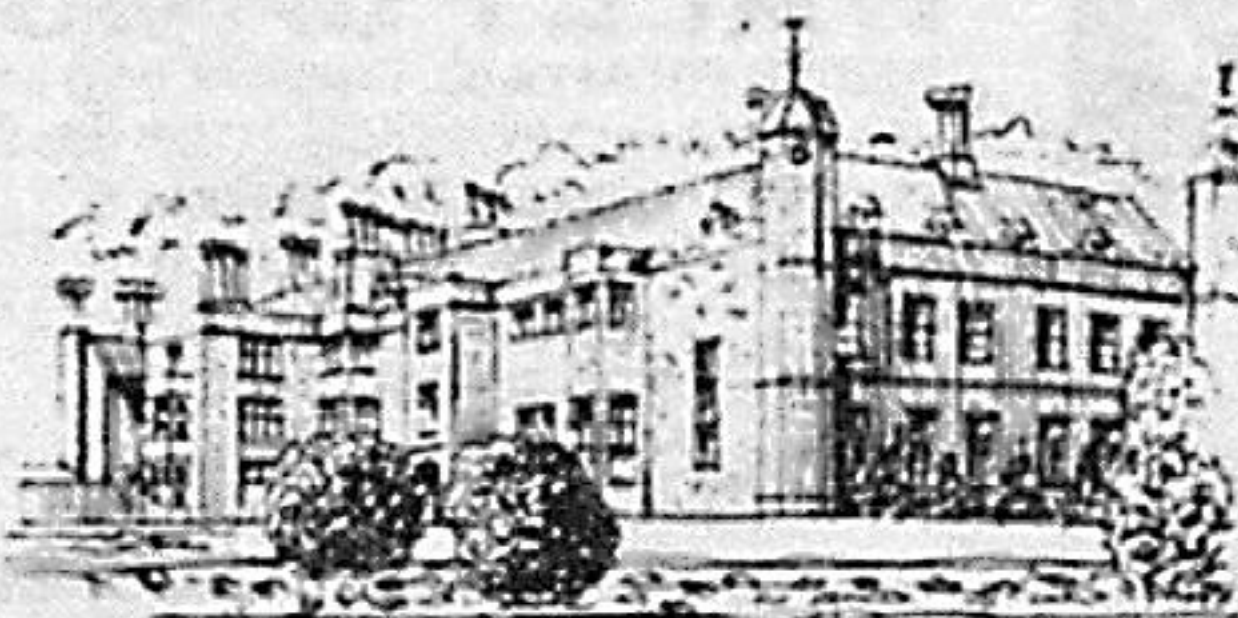
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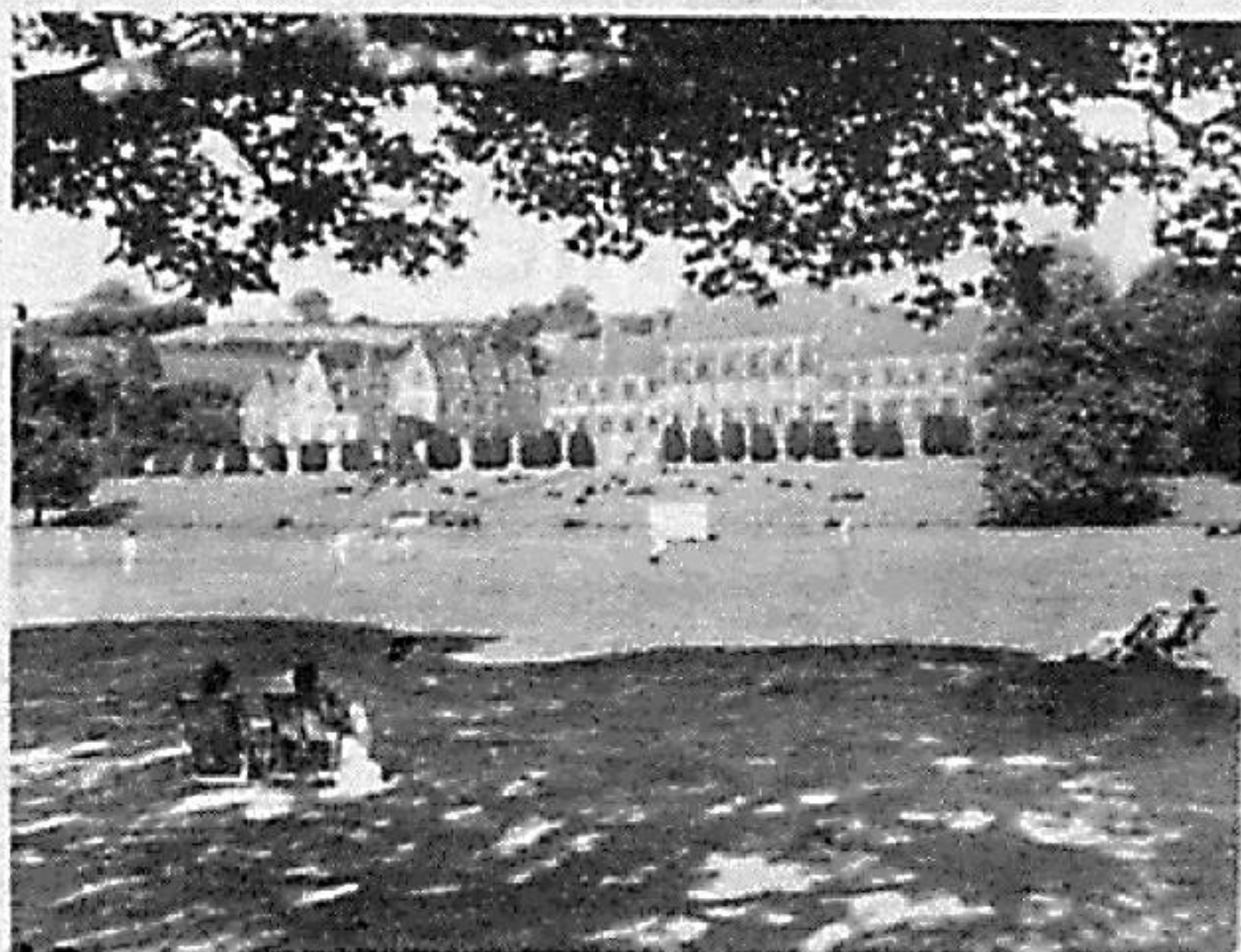
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Britannia for Canada again

WITHIN a few weeks of returning from a tour of the west coast of North America, HMY Britannia is destined to be back at sea again — and to recross the Atlantic. The Royal Yacht, which returned from the Pacific on April 14, is due to sail from Portsmouth on May 21 for the Queen's state visit to Sweden.

That will be followed by a tour of Canada's maritime provinces with the Prince and Princess of Wales embarked.

Two days after returning to Portsmouth the Britannia celebrated the 30th anniversary of her launch at Clydebank. In those three decades she has steamed more than 700,000 miles and visited more places than any other Royal Navy vessel.

WELCOME

Her most recent tour, which began in February, took her via Barbados to Acapulco in Mexico, where the Queen and Duke of Edinburgh embarked to continue their tour of Mexico and the United States.

After calls at three more Mexican ports the Royal Yacht, in company with HMS Diomed and RFA Blue Rover, entered San Diego to a tremendous welcome. She was escorted by

250 small boats while 3,000 invited guests were on the quay-side to greet the Queen.

From there the Britannia steamed to Long Beach where the Queen re-embarked. But three days of torrential rain disrupted the programmes of the royal couple and of their yacht as it headed up the western coast of North America in heavy seas.

The Queen flew on to San Francisco which the Britannia reached on March 4. That evening the Royal Yacht was the venue for the 31st wedding anniversary dinner of President and Mrs. Reagan.

Spending more time away from the Britannia than planned, the Queen and the Duke of Edinburgh finally re-embarked at Seattle for their three-day visit to British Columbia.

The Britannia remained at Vancouver until March 13 before heading for home, via San Diego and Antigua.



HMS Fox enters Ponta Delgada in the Azores.

FOX AND FAWN COOL OFF AFTER SUNSHINE

SURVEY ships HMS Fox and HMS Fawn are cooling off in the Irish Sea after a six-month deployment to the West Indies and Caribbean.

They carried out surveys for the Royal Navy and United States in the British Virgin Islands, the Turks and Caicos Islands and Pedro Bank south of Jamaica.

Interspersing the work were leisure activities such as week-ends in Tortola, adventurous training in the Turks and Caicos Islands, a Christmas break in New Orleans, several hands-to-bathe interludes and sports events in Grand Cayman.

Cayman.

On the latter island the surveyors' rugby team could not match the local opposition, but they did lay claim to drinking the club house dry. At cricket the ship's XI lost by only a few runs.

Sub-aqua enthusiasts on board had their best dives off the Caymans where marine life gathers in abundance around a wreck specially sunk for underwater sightseers.

After a visit to Roosevelt Roads and Bermuda both ships headed back to the UK where they resumed their Irish Sea work at the end of April.

Spartan saves man in hurricane

IN A RARE rescue operation the nuclear-powered submarine HMS Spartan saved the life of a Florida fisherman and won the praise of the American authorities.

The hunter-killer submarine was on her way to Port Everglade when on March 24 she spotted a man clinging to his capsized boat in hurricane-force winds 20 miles south-east of Cape Canaveral.

Although the Spartan could not reach the 68ft. boat because of the high seas, the submarine alerted another fishing vessel which approached and took off the survivor.

SIGNAL

For seven hours the Spartan continued to search for two other men, but the sweep — joined by three US helicopters, three fishing vessels and a Coast Guard cutter — proved unsuccessful.

It was the first time that the Spartan had been involved in a rescue, a very unusual type of operation for any submarine. In a signal the Americans thanked her and pointed out that without her initial response the survivor would almost certainly have drowned.

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Bumper catch off Scotland

THREE Danish trawlers were detained within a week by the patrol vessel HMS Lindisfarne when she found them in breach of new EEC regulations.

The laws came into force on March 9, the day the Island-class fishery protection vessel left Aberdeen. Two days later she found that the trawler Martine had an excessive catch of protected white fish on board, a discovery which resulted in a court appearance at Lerwick and a fine of £4,950 for the master.

After the hearing the Lindisfarne went back on patrol only to return again to Lerwick on March 16. She had boarded and detained two Danish trawlers at the same time, discovering that the Venus and Jette Kristine were both in breach of regulations.

LIFEBOAT

At the subsequent hearing the masters were fined £4,350 and £7,250 respectively. In all cases the skippers pleaded guilty.

Sailing on March 18, the Lindisfarne joined the Lerwick lifeboat in helping a Scottish fishing vessel which had suffered engine failure 35 miles south of the Shetland.

MEAs Doggett and McKnight transferred by Sea Rider to the vessel and after clearing the blocked fuel system managed to get the engine started with the last shot of starting air. The vessel's name was Constant Hope.

Tons visit Thailand

TWO ships from the Royal Navy's Hong Kong Squadron completed a week's courtesy visit to Thailand in March. HM ships Beachampton and Yarrington called at Bangkok and the Gulf of Siam port of Sattahip.

STRIKE UP THE BAND

Tartar pops over to Gib

HMS TARTAR took to Rocking in style when she embarked on what she thought was to be her last deployment.

Since she was recommissioned, the Tribal-class frigate has produced a pop band which made its debut during the ship's deployment as West Indies guardship.

Similar duties in Gibraltar presented the Tartar with a fine opportunity to show Mediterranean locals what their musicians could do.

The four-man band — "No Dogs Allowed" — played at many Gib. nightspots, rounding off their tour with a concert for the children of HMS Rooke.

Although the Tartar will now stay in commission with her sister-ships HMS Gurkha and HMS Zulu, one of the band members, POCK Richard Yates, left the Service when the ship returned to Portsmouth. However, the remaining members of "No Dogs Allowed" — LMEM David McHale, LCK Nik Brown and Sub-Lieut. Chris Ameye — plan to play on for the extended season...

All three Tribals entered Portsmouth together on March 31 — a display which had been

organised to mark their paying-off. Led by the barge of the Flag Officer Portsmouth, Rear-Admiral (now Vice-Admiral) Antony Tippet, the trio's stylish arrival went ahead to celebrate their reprieve instead.

The Gurkha was returning from a two-month deployment on Exercise Caribtrain 83, calling at Savannah in Georgia, Nassau in the Bahamas, St Croix in the West Indies, San Juan (Puerto Rico) and Bermuda.

Astern RAS

Rear-Admiral Robert Gerken, Flag Officer Second Flotilla, embarked for a day in the frigate and took the opportunity to present Long Service and Good Conduct Medals.

On the way home the Gurkha carried out an astern RAS from the STUFT tanker British Tamar.

HMS Zulu was also returning from the west where she had been carrying out duties as Belize guardship. She joined the Gurkha at Bermuda for the trip home.



Claire Balzan and Richard Bennett put on the style with HMS Tartar's rock band "No Dogs Allowed". Claire, daughter of RAF Cpl. Joe Balzan and Richard, son of MAA Vernon Bennett, were among the audience for the band's concert at HMS Rooke, Gibraltar. Showing them the ropes are LCK Nik Brown and POCK Richard Yates (right).

Picture: LA(Phot) Danny du Feu.

Manadon engineers a sound success

JUST a year ago, in May 1982, Manadon Volunteer Band played its first notes. Since then the musicians of the Royal Naval Engineering College have consolidated their reputation in the West Country as tuneful technocrats.

The band's mixed ranks embrace the Captain of Manadon, Capt. Ron Holley, who plays the bassoon and has been known to join the players on parade.

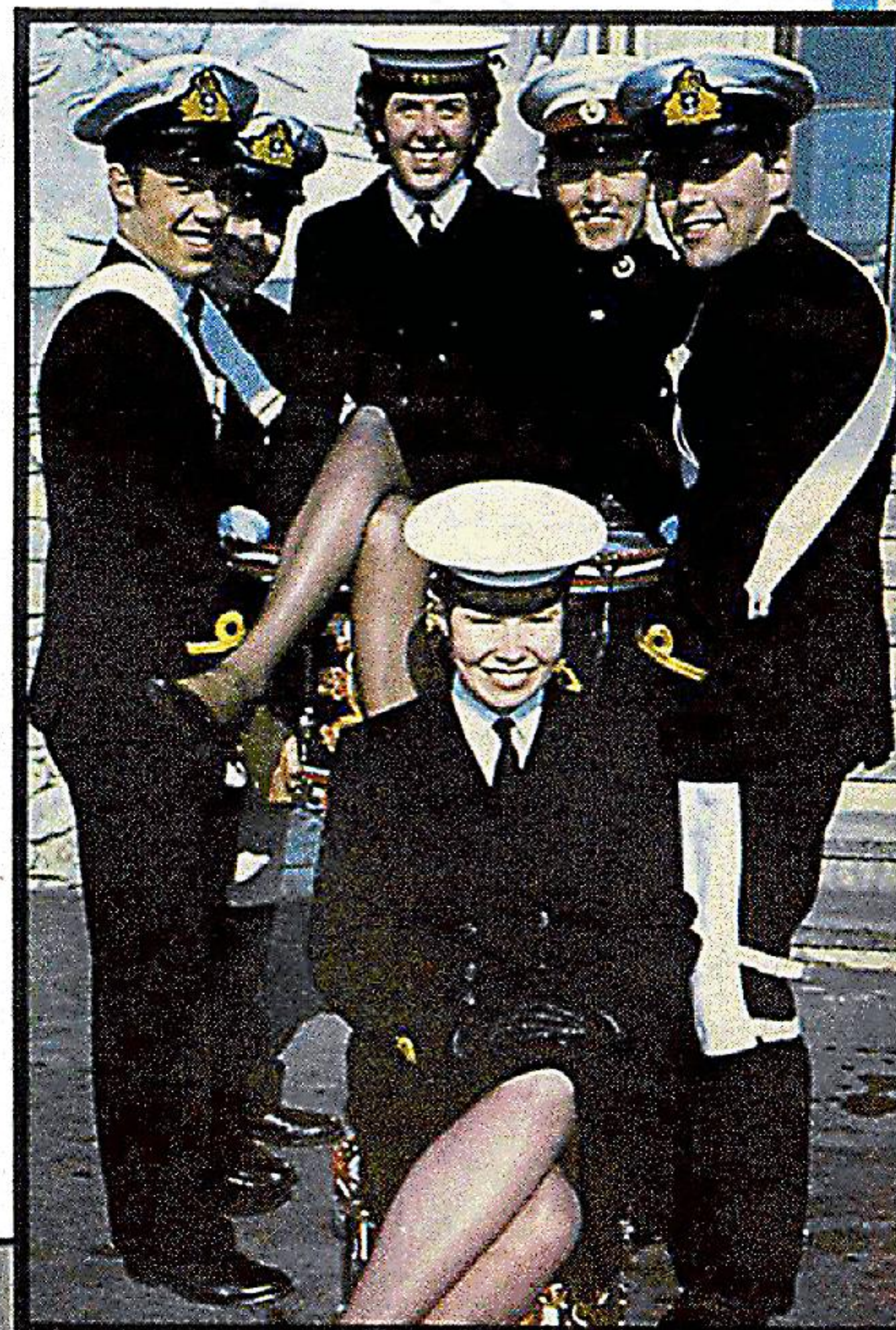
Led by C/Sgt. Barrie Mills RM, the multi-national Manadon Volunteer Band can be heard at Divisions, occasional informal musical evenings and full concerts at the college's theatre.

Other engagements have included 40 Cdo's Remembrance Service, a musical tribute on Australia Day (January 26) and combination with the band of RN air station Culdrose for a march through the streets of Falmouth.

On that occasion the musicians played for the men of HMS Falmouth who were exercising their right to march as freemen through the town.

RIGHT: Bandsmen — and women — of RNEC Manadon. They are (from left) Sub-Lieut. John Zinn, Sub-Lieut. Adrian Westlake, LWren Sheila Houghton, C/Sgt. Barrie Mills (bandleader), and Sub-Lieut. Richard Jones. In the foreground is Wren Hazel Shanahan from HMS Drake. BELOW: Seventy-six trombones... Well, not quite, but enough to make a fine showing as Manadon Volunteer Band marches past on the parade ground of the RN Engineering College.

Pictures: RNEC Manadon



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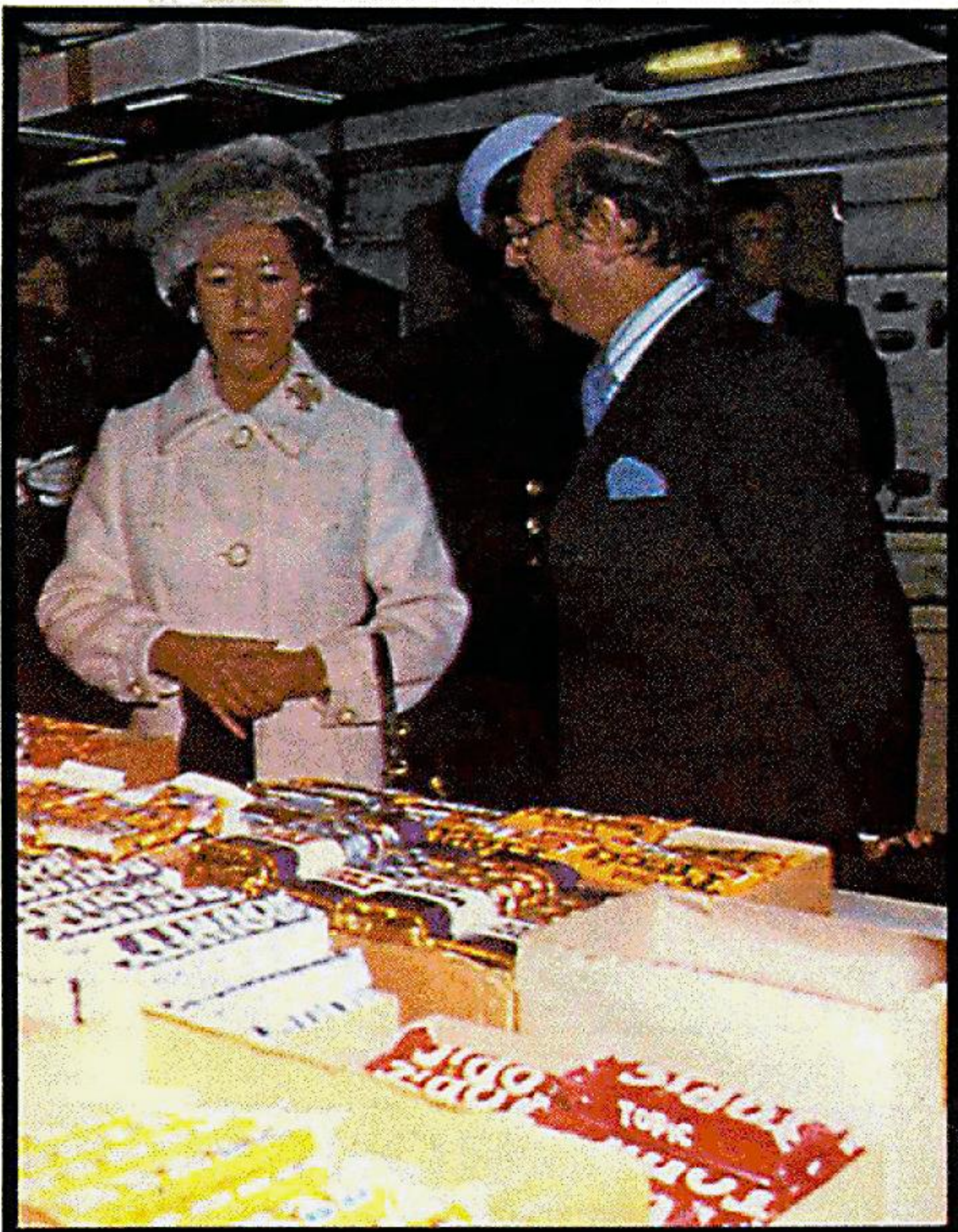
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Princess is chief guest at rededication

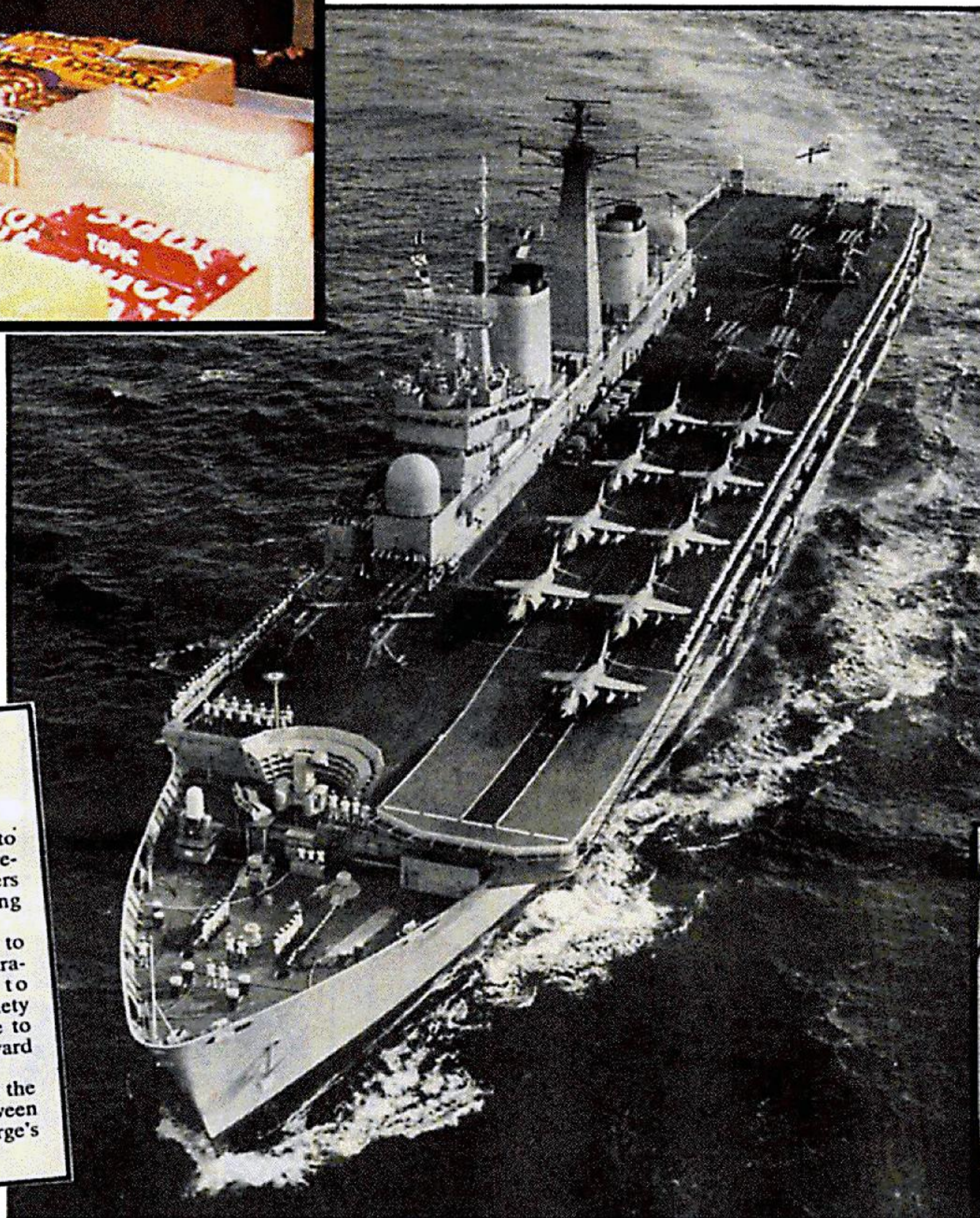
Royal re-run for Illustrious



ABOVE: Bountiful supplies of chocolate bars in HMS Illustrious's well-stocked Naafi shop catch Princess Margaret's eye as she tours the ship.

RIGHT: HMS Illustrious ... two commissioning ceremonies within ten months is believed to be unprecedented in the Royal Navy.

FAR RIGHT: Princess Margaret visits the ship's nerve-centre — the operations room. With her is Capt. Slater and CPO Jumper Collins.



Pictures: PO(Phot) S. H. Collinson and LA (Photos) Ric Burch and Jed Corbett

Pre-emptive marathon

HMS Illustrious's planned visit to Newcastle on May 6-9 was pre-empted in March by six members of the ship's company riding bicycles.

The team got on their bikes to undertake a 370-mile relay marathon from Portsmouth to Tyneside as part of a Variety Club of Great Britain scheme to raise money for the Outward Bound Trust.

More than £1,000 raised by the ride will be split equally between the Trust and King George's Fund for Sailors.

Fife's tartan army

THERE was a Scottish air about Portsmouth naval base on March 31 when bagpipes and kilts took pride of place on the jetty for the rededication of HMS Fife.

The County-class destroyer is

back in the Fleet after a 2½-year refit which has provided her with a satellite communications system and new anti-submarine torpedoes. Her Wessex helicopter has been replaced by a Lynx.

Chief guests at the ceremony included the Duke of Fife and

Lord David Carnegie, the Earl of MacDuff. Music was provided by the Scottish pipe and drum band of the Fife's affiliated Army unit — the 4th Royal Tank Regiment — and a Scimitar armoured car from the regiment took part in the parade.

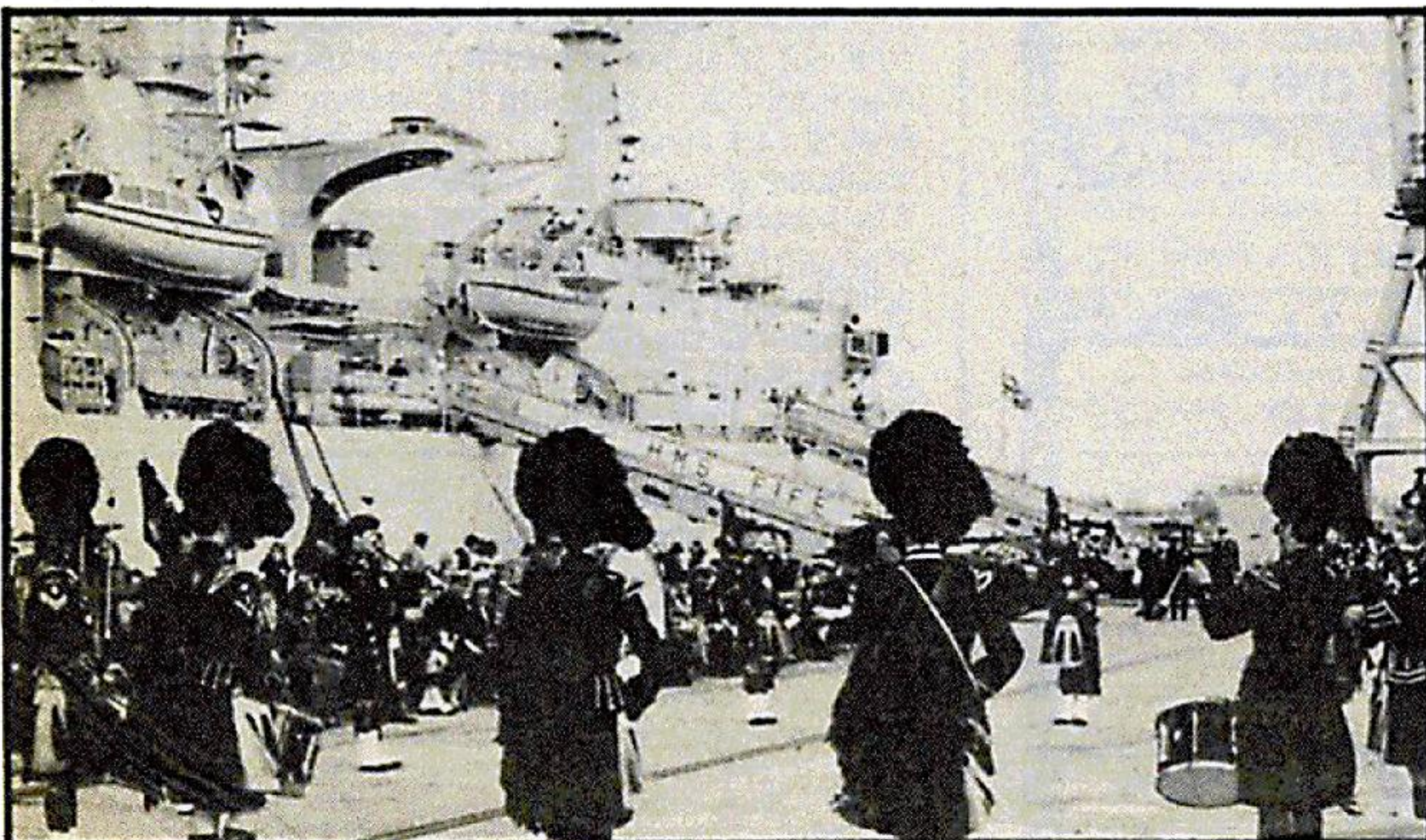
Other special guests were the Flag Officer Portsmouth, Rear-Admiral Antony Tippet; commanding officer of the 4th RTR, Lieut.-Col. P. J. Sanders; the commanding officer of the 1st Battalion The Black Watch, Lieut.-Col. E. N. DeBroe-Ferguson; and the commanding officer of 5 Squadron RAF, Wing Cdr. M. W. Streten.

After The rededication service, the cake was cut by Mrs Dorothy Caughey, wife of the ship's commanding officer, Capt. John Caughey. She was helped by the youngest rating on board, SEA Mark Waters.

TRIALS RECORD

Shortly before her rededication the Fife visited Gibraltar during trials which she completed within five months — claimed as a record for a County-class ship out of refit.

While in Gibraltar 124 of the ship's company raced to the Top of the Rock, joint winners being Sub-Lieut. John Burden and LSTD Mick Braid at 23min. 56sec. Other sporting activities included soccer, hockey and squash matches against HMS Rooke and HMS Tartar.



Kilted bandmen of the 4th Royal Tank Regiment provide Scottish colour in Portsmouth as they play at HMS Fife's rededication ceremony.

Picture: Fleet Photographic Unit

THE SHIP that last year had no time to spare for the pomp and ceremony of her own commissioning has now made up for that in a big way.

HMS Illustrious, Britain's second purpose-built Harrier carrier, was rededicated at Portsmouth on March 30 — and there to demonstrate that things were being done "properly" this time was the ship's patroness, Princess Margaret.

In the rush to make the Illustrious ready for service in the South Atlantic she was commissioned at sea on June 20 en route from her Tyneside birthplace to her Portsmouth base.

But the second time around there was plenty of time to display the dignity of the occasion before 2,000 members of the ship's company and guests.

Princess Margaret, who launched the Illustrious in 1978 arrived on the carrier's flight deck in a Wessex helicopter of the Queen's Flight and was met by the ship's commanding officer, Capt. Jock Slater.

She inspected the guard of honour in the hangar where Capt. Slater read the commissioning warrant for the second

time within ten months. The rededication service was conducted by the Chaplain of the Fleet, the Ven. Raymond Roberts, assisted by the Principal Chaplain Church of Scotland and Free Churches (the Rev. P. O. Price) and the Principal Roman Catholic Chaplain (Monsignor V. F. J. Morgan).

Music was provided by the Royal Marines Band of the Commander-in-Chief Naval Home Command under the direction of W02(BM) M. A. L. Howarth.

Fly past

After the ceremony the princess toured the ship to meet sailors and their families. Following lunch in the wardroom she returned to the flight deck to meet aircrew and to take a close look at a Sea Harrier and a Sea King helicopter.

Before departing she watched a fly past by three Sea Harriers of 899 Naval Air Squadron, three Sea Kings of 814 NAS and a Shackleton aircraft of 8 Squadron, the ship's affiliated RAF unit.



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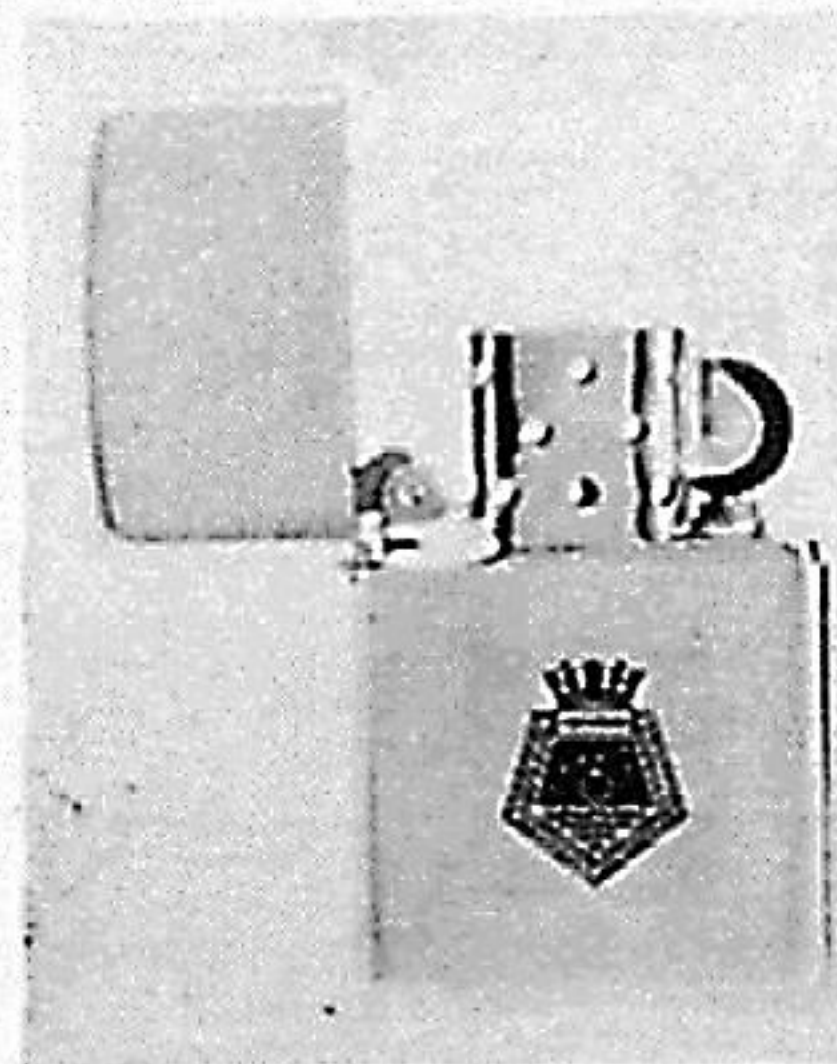
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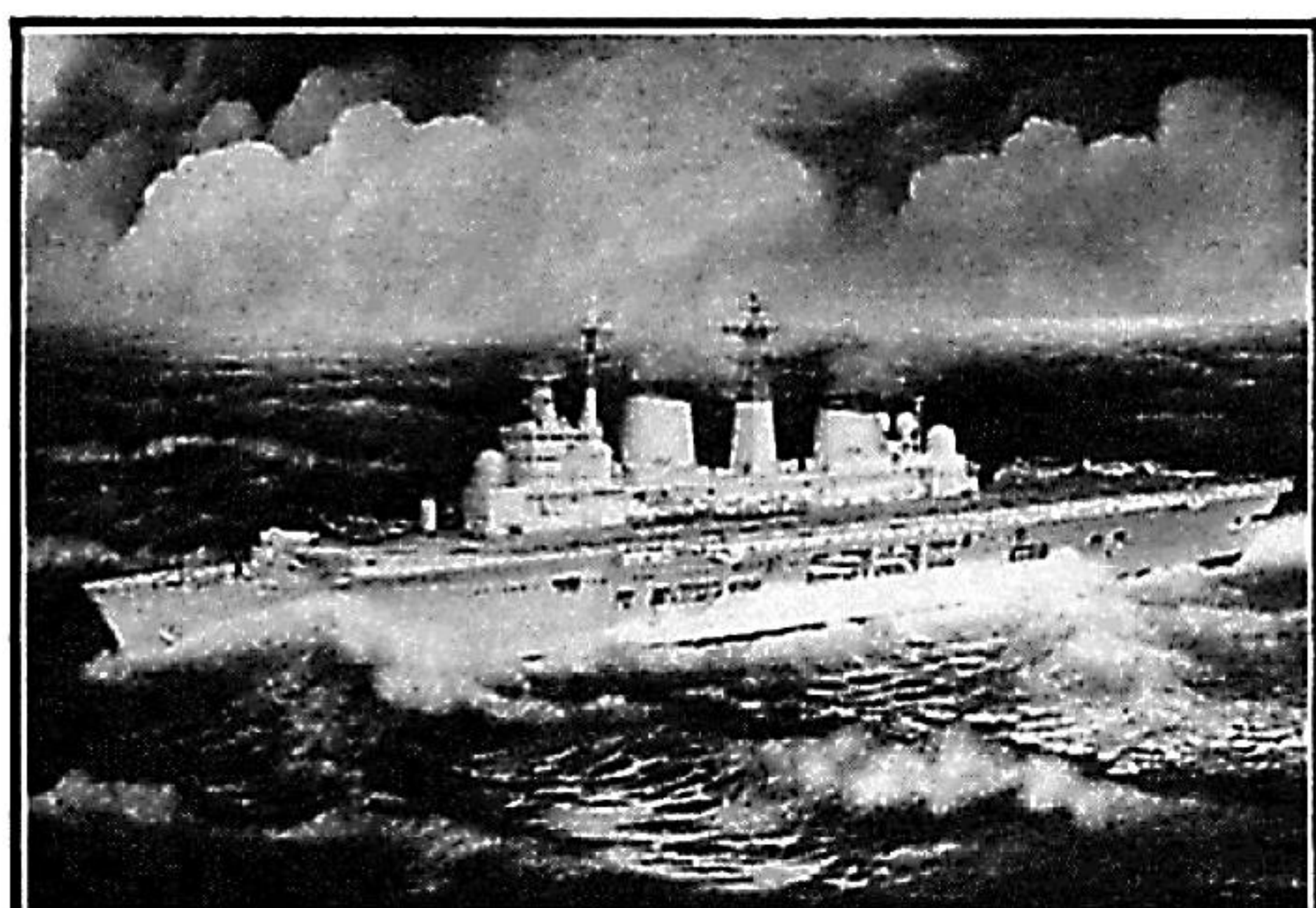
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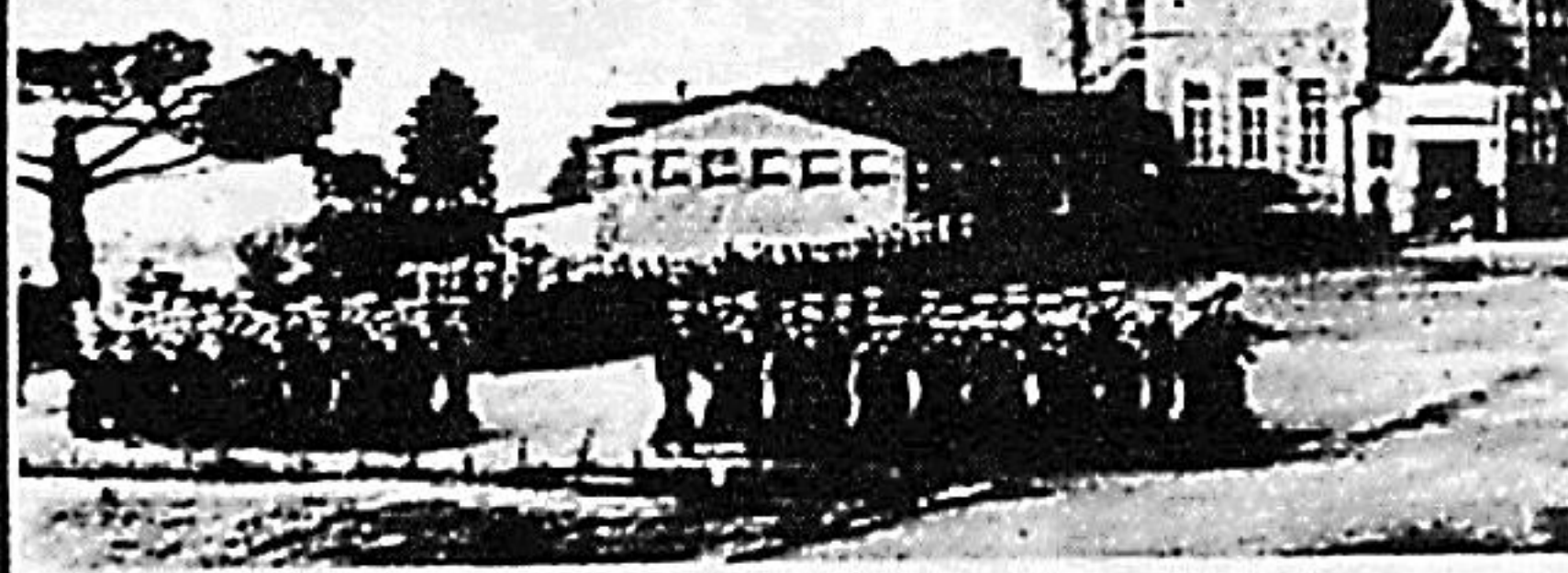
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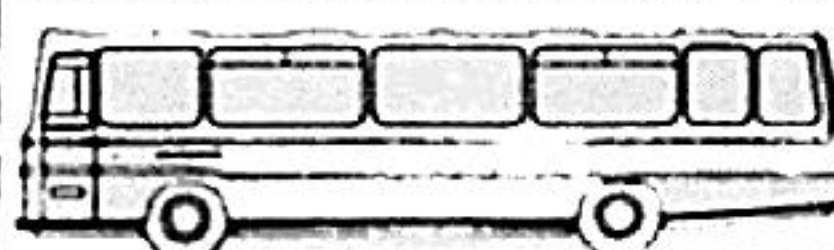
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PROMOTIONS

CHIEF PETTY OFFICER

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in April.

To CRS — C. B. Wakeman (Osprey), M. Taverner (FOF3).

To CPO(OPS)(M) — T. R. Turnell (Manchester).

To CPO(OPS)(R) — T. L. Reynolds (Vernon), D. A. Branson (Osprey).

To CPOCK — C. P. Wood (Cochrane), C. R. Glinka (Neptune), D. G. Leong (RNAS Culdrose), D. J. Cunningham (RNAS Yeovilton).

To CPOCA — J. Yeoman (Penelope), To CPOCA(AH) — R. D. Bodnarchuk (RNAS Yeovilton), T. M. Mackay (819 NAS).

To CPO(OPS)(S)(SM) — D. MacDonald (Warspite).

To CMEM(M)(SM) — R. A. Mulliner (Otus), C. J. Tuck (Dolphin).

In response to a request from the Fleet, the reporting of promotions has been widened to include promotions to chief petty officer which are authorised by commanding officers, i.e. chief petty officer artificers and 1st class technicians (NB: Collation of some of this information may result in delays in publication).

CHIEF PETTY OFFICER ARTIFICER

Centurion has been notified of following promotions to chief petty officer artificer which were made by commanding officers in January this year:

WEA — K. M. Baker, D. A. Brown, P. M. Dennis, R. J. Matthews, C. A. Sait, N. J. Tanner, P. S. Waldron, S. A. Revell, W. W. Anthony, R. M. Bowen, D. G. Chambers, M. F. Davies, J. F. Jones, M. R. Laurence, M. F. Leroy, R. F. Lock, G. W. Miles, T. S. Stannett, N. J. Anderson, H. G. Burgess, A. K. Freebairn, R. P. Lumb.

MEA — T. R. Murphy, S. J. Templeton, P.

G. Alder, W. Mack, G. R. Woolsey, K. G. Bussell, P. J. Crompton, C. C. Hopkinson, P. C. Pickstone, C. Preece, A. K. Richardson, D. Salmon.

MEA(M) — A. A. Downard, D. F. Clifton, R. M. Loveland, P. M. Timms.

MEA(L) — I. S. Bennett.

AEA(L) — J. Hamilton.

AEA(M) — D. J. Barker, S. J. Carter.

AEA(R) — A. M. Irving, G. McLeod.

CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in March for the following ratings to be promoted to charge chief artificer:

AEA(R) — M. G. R. Davidson (Seahawk), S. E. Leggett (Daedalus).

AEA(M) — R. A. Unwin (Heron).

MEA(P) — D. R. Johns (Dido).

MEA(M) — R. M. Lane (Intrepid), J. P. Price (DES N Portsmouth).

MEA(EL)(SM) — D. Hadfield (Resolution), J. D. Cox (Valiant).

MEA(ML)(SM) — A. Young (Defiance), R. Mather (Courageous).

WEA(ADC)(SM) — M. Tod (Sovereign).

WEA(WDO)(SM) — T. G. May (Neptune SM3), C. Gooding (Renown S).

FIRST CLASS TECHNICIAN

Centurion has been notified of the following promotions to first class technician which were made by commanding officers in January.

CT — M. P. Ahearne, N. R. Thomas, K. W. Roth.

MT — A. E. Ellison.

The following officers have been provisionally selected for promotion with effect from October 1 1983:

SPECIAL DUTIES

To commander: Seaman E. W. Andrew, A. J. G. Hodgson.

Engineering J. A. Miller, A. G. Kennedy, Supply and Secretariat C. D. Lington.

ROYAL MARINES

To captain: A. B. Gordon, J. C. V. Spencer.

SUPPLEMENTARY LIST

(To date September 1, 1983)

To commander: Seaman K. A. Harris, Instructor L. A. Rowntree.

WRNS

(To date October 1, 1983)

To chief officer: J. Bennett.

SPECIAL DUTIES

The following promotions on the Special Duties list have been approved with effect from April 1, 1983, subject to medical fitness:

To lieutenant: Seaman P. H. Crundwell, G. W. S. Martin, R. A. Safe, M. J. Soanes, J. H. Poppitt, D. F. Smith, A. F. Carr, A. W. Pophrey, M. B. Eylesmore, C. G. R. Beard, D. J. Lawrence.

Engineering: A. E. Catmore, D. H. Farrington, G. A. Dunlop, M. T. Farish, B. L. Hardy, J. W. Hooper, E. D. Kuck, A. W. Copus, C. R. Port, I. R. Wilde, M. J. Grundy, R. G. Heath, T. A. Gatehouse, R. A. Newton, M. R. Palmer.

Supply and Secretariat: C. R. Thurston, B. C. Vane, B. Armstrong, J. B. Mordue.

Medical Services: J. K. Millward.

WRNS

The following promotions have been approved with effect from April 1, 1983:

To first officer: J. R. D. Rouse, R. E. Young.

To second officer: F. M. Murray, L. J. Stebbings, E. J. Lander, C. T. Hobbs, A. S. Stevens, J. M. Vickers, D. E. James.

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WRNS

SWOP DRAFTS

LRO(G) Graham, RSQ4 HMS Mercury, drafted FOST, July. Will consider any Portsmouth draft.

AB(R) Shaw, (Manual) HMS Dumbarton Castle. Will swap for HMS Dryad or any Portsmouth ship or shore base.

ALCK M. A. Barrett, Ajax Galley, HMS Raleigh, drafted HMS Abdiel, Rosyth, Aug. Will swap for any Plymouth ship deploying.

AB(M) S. K. Haughey, 1 Mess, HMS Hydra, due Plymouth July. Will swap for any Portsmouth ship.

MEM(M) J. A. Hall (AMC), 3 Quebec Mess, HMS Glamorgan, deploying end of 1983. Will swap for HMS Domed or any long refit ship.

AM(M) G. Meehan, HMS Stubbington (Rosyth based), will swap for ship not deploying or shore base in Portsmouth.

STD D. Evans, 6TSF Mess, HMS Invincible, drafted HMS Collingwood June. Will swap for HMS Heron or London.

LSA P. J. Thomas, 6K Starboard Mess, HMS Invincible. Will swap for any Devonport or Portsmouth ship not deploying.

POAEM(L) J. Falls, AED Battery Room, HMS Invincible, deploying September. Will swap for any UK air station, preferably Prestwick.

WRENWTR(G) S. Edwards, Drafted to Portland July. Would prefer Heron or FOCAC. Contact 845 Squadron, Yeovilton, extension 6683.

STD B. Carribine, Wardroom bar, HMS Osprey. Wishes to swap for Rosyth shore base. Other areas in Scotland considered.

AB(R) J. Clouston, Placewood House, HMS Dryad, ADAWS trained. Due to join HMS Exeter June, deploying September. Will swap for Portsmouth shore base or refit ship. Dryad ext. 373.

AB(M) S. V. Lally, 3M Mess, HMS Andromeda, Deploying July. Requires swap to any billet in Scotland, sea or shore.

AB(S) Howard, HMS Vernon (Tel. 24762), drafted to HMS Yarmouth August. Will swap for any Portsmouth or Plymouth ship.

AB(EW) R. Munsell (qualified to operate UA 8.9), Phoenix NBOD School, Portsmouth. Joins HMS Danae May, wishes to swap for any Portsmouth-based ship. Tel. ext. 39.

WTR C. Weight, HMS Hydra. Will swap for any Devonport Portsmouth destroyer or carrier.

CA D. P. Mould, 3J2 Mess, HMS Fearless (Dartmouth Training Squadron), Portsmouth based. Wishes to swap for any Devonport ship.

LCA R. J. Webb, 3E2 Mess, HMS Naiaid, refit August. Will swap for any Devonport-based ship deploying.

WTR G. Bennett, HMS Arethusa. Will swap for any Portsmouth ship, preferably Type 42.

ROI(T) Halliwell, HMS Cochrane, drafted HMS Jupiter June. Will swap for any Rosyth ship.

MEA(L) J. W. Murray, Portsmouth FMG telephone Dockyard 23470, drafted HMS Yarmouth (Rosyth), Aug. Will swap for any Portsmouth or Plymouth ship.

LS(M) Southworth, HMS Liverpool, Devonport, home waters from March. Will swap for any ship deploying.

MEM(M) 1 Burge (AMC) Scale A, 2N Mess, HMS Tartar. Will swap for any Plymouth ship.

LS(S) Jackson, 3M Stbd. Mess, HMS Danae, Will swap for any Portsmouth draft.

ROI(G) Griffiths, B Watch, Commen, Whitehall. Will consider any swap.

MEM(M)1 Waterstreet, Rosyth FMG, drafted to HMS Hermes August 29, deploying. Wishes to swap for any Rosyth ship or shore base. Contact at 113 Mess, HMS Cochrane (Dockyard ext 4320).

LSA C. Beattie, HMS Bulldog, drafted HMS Seahawk July. Will swap for any Portsmouth ship or shore base.

CK M. Smith, HMS Herald, deploying June. Will swap for Portsmouth-based frigate or smaller.

AB(R) T. R. Barton, 3E Mess, HMS Glamorgan, deploying. Will swap for any Portsmouth-based Type 42 or frigate.

MEM(L) M. A. Burrell, 64 Silvester Road, Cowplain, Hants, drafted to HMS Invincible May, deploying September. Will swap for Portsmouth-based main ship or ship refitting.

AM(M) C. Hall, 2F Mess, HMS Glasgow, deploying August. Will swap for Portsmouth-based ship in refit or not deploying.

LCK K. Day, 3E Mess, HMS Berwick. Will swap for Plymouth-based ship or shore base.

AB(S) A. Doherty, 3P Mess, HMS Rhyll, due to deploy September. Will swap for any Portsmouth ship (not due to deploy).

AB(S) Osborne, 3P Mess, HMS Rhyll, due to deploy September. Will swap for any Devonport ship or shore base.

ROI S. Campbell, 3H(P) Mess, HMS Battelue, due to deploy July. Any ship not deploying or in refit considered.

ROI(G) C. Radakin, NP 2020, mv Tor Caledonia, drafted to HMS Orkney September. Wishes to swap for any southern shore base, preferably Yeovilton, or Devonport or Portsmouth-based frigate.

STD N. White, 6TSF Mess, HMS Invincible, wishes to swap for Portsmouth-based ship not deploying, or in refit.

LS(S) M. J. Clark, 5E Port Mess, HMS Invincible, deploying September. Will swap for any Portsmouth ship in major refit. Contact HMS Mercury ext. 623.

AB(M) H. McDonald, 2F Mess, HMS Glasgow, deploying August. Will swap for any Rosyth Portsmouth-based ship, preferably not deploying.

POMEM(L) Tame, 2D Mess, HMS Diomed, Refitting Portsmouth June. Will swap for any Plymouth-based ship.

AB(S) A. R. Watson, 2 Mess, HMS Herald. Wishes to swap for any Portsmouth ship (HMS Victory included).

LRO(G) S. Goodall, 3P Comms Mess, HMS Rhyll, possible autumn deployment. Wishes to swap for Portsmouth-based ship, preferably in refit or not deploying.

MEM(M) Nevin, FMB Lagers, HMS Defiance, Plymouth. Drafted to HMS Hermes August. Will swap for Plymouth seagoing ship, but others considered.

ROI D. M. Maddison, Comms. Complex, HMS Invincible. Will swap for any Portsmouth-based or Rosyth-based ship not deploying.

ROI(T) A. Branfoot, Comms Mess, HMS Invincible, deploying September. Will swap for any Plymouth-based ship (preferably Type 22) or any shore base.

LSTD K. A. Homewood, HMS Phoebe (Plymouth based), refit July. Will swap for any Rosyth-based ship.

AB(S) S. Corlett, 3F Mess, HMS Newcastle (deploying July). Will swap for any Scottish-based ship not deploying or shore base.

WEM(R)1 M. Butler, 6DP Mess, HMS Invincible, deploying September. Anything considered, preferably Scotland.

LCA B. Welsh, 6ES Mess, HMS Invincible. Will swap for Portsmouth-based ship, preferably not deploying. Tel. Portsmouth 738692.

ROI(T) Lobley, staff of Flag Officer Plymouth, ext 4282. Drafted to HMS Lindsfarne, Rosyth, Sept. Will swap for any Devonport ship.

POMEM(M) J. Rigg, RN Hospital Haslar, drafted HMS Apollo, August. Will swap for any Portsmouth-based ship.

A/LCK Allan, HMS Plymouth, Rosyth (deploying W. Indies early May), will swap for any Devonport-based ship.

MEM(M)1 (AMC) Price, 2 Mess, HMS Hecla, deploying June, will swap for any Devonport shore base or refitting ship.

ROI(G) Brown, 3EA Mess, HMS Leader (mini-deployment this year), will swap for any non-ikara Plymouth-based ship.

LRO(G) Woosley, 3M Mess, HMS Andromeda (Plymouth), deploying July-Dec, will swap for any Rosyth-based ship in refit.

LS(R) Perkins, Quartermaster HMS Drake, drafted HMS Boxer Sept. 83, will swap for any Devonport-based ship with CAAS.

AB(S) J. Armstrong, HMS Leander (Plymouth), will swap for Portsmouth ship, preferably in refit, or shore base.

LRO(T) Chapman, D. Watch, Commen, HMS Warrior, Northwood, will swap for any Portsmouth shore base, preferably Fort Southwick.

LCK J. R. Green, Wardroom Galley, HMS Vernon, drafted HMS Ambuscade (Plymouth), August, will swap for any Portsmouth ship or shore base.

ROI(G) Coomber, drafted HMS Jersey, July, will swap for HMS Invincible or any Portsmouth ship in major refit. Contact HMS Mercury ext. 623.

POMEM(O) G. Shelton, Internal Comms, HMS Invincible, will consider any ship not deploying.

POMEM(M) M. R. Chambers, drafted HMS Mercury June 6, will swap for any Portsmouth / Gosport shore base. Contact Gosport 25584.

WEM(O)1 P. Hughes, 83 Mess, HMS Excellent, drafted HMS Arethusa August, will swap for any Portsmouth ship. Contact Excellent 5136 or 5168 after secure.

LSA P. J. Brown, Naval Stores Office, HMS Cochrane, drafted HMS Danae, May. Anything considered.

AB(R) S. Neimes, 7 Mess, HMS Dumbarton Castle, will swap for any Plymouth-based seagoing ADAWS ship.

POWTR T. P. Burlison, telephone Portsmouth Naval Base 25670/12 ext 33, drafted HMS Invincible, Sept. Will swap for any frigate or destroyer.

LSTD S. J. Davis, TCWL Block Office, HMS Dolphin, ext 41801 drafted HMS Argonaut, June, Plymouth. Will swap for any Portsmouth ship.

CA S. A. Roberts, 1 Mess, HMS Herald, deploying June for six months. Will swap for any Devonport ship. Telephone HMS Herald 2500.

LMEM(L) D. Cannon, 3G Mess, HMS Torquay, drafted Rosyth FMB March. Will swap for any Portsmouth shore base or ship not deploying.

PO(M) P. S. Smith, 6P PO's Mess, HMS Illustrious. Will swap for any DLG or Type 42 deploying or otherwise.

ROI(G) J. T. Luscombe, 3L Mess, HMS Galatea, home waters. Will swap for any draft.

LRO(G) S. Adams, HMS Invincible, due to deploy. Will swap for any Portsmouth ship in long refit or not deploying — anything considered.

LCK Whittaker 6TPF Mess, HMS Invincible. Will swap for any Devonport ship refitting or deploying.

ALSA Purdham, HMS Callopie, Tyne Division RNR, Gateshead. Will swap for Plymouth shore base — HM Ships Drake, Defiance or Raleigh. Contact: Naval Stores Office, HMS Callopie, South Shore Road, Gateshead, Tyne and Wear, telephone Gateshead (0632) 772536, Ext. 30.

WEM(O)1 R. Bednarik, 6D S Mess, HMS Invincible, deploying Sept. Will swap for any Portsmouth or Devonport ship not deploying.

LRO(G) Tatlock, 6 Gold Stbd inner, HMS Invincible, deploying Sept. Will swap for any Portsmouth ship in refit or not deploying — anything considered.

AWEM(O)1 Blades, 6D Stbd Mess, HMS Invincible, deploying Sept. Will swap for any Portsmouth ship not deploying.

Mr. R. Hayward, 16 Gilmore Close, Slough SL3 7BD is researching the history of the Bristol Beaufort aircraft used by the Royal Navy 1943-46 and would like to hear from anyone who flew them or has photographs. He would particularly like to contact Lieut.-Cdr. Stan Hawley and Jo Mills, RNVR.

Mr. P. M. Musgrave, 24 Radnor Park Road, Folkestone, Kent CT19 5AU, is collecting material for a history of the Royal Navy 1893-1954, with particular reference to destroyers, and would like to contact anyone who served during that period, or relatives.

Mrs. J. P. Cole, Deland Cottage, Compton Way, Farnham, Surrey, would welcome help in compiling a book of traditional recipes of the Royal Navy, Royal Marines, and WRNS. Proceeds will go to Service charities. Recipes should be dated where possible, with their origin.

Mr. F. G. Brown, 19 Sunnybank Camden Road, Brecon, Powys LD3 7RW, wants to contact Archie Wallis and Harvey Fletcher (HMS Royal Arthur, May 1940); shipmates from HMS Raleigh August to December 1940; shipmates from HMS Mohawk (April 1941); Jack Wallace and others from HMS Saunders (1940-43); HMS Drake MTE (Jan-Aug 1944); HMS Spearhead (Sept. 1944-Oct. 1945); and Nurse L. Tregane who was in the Children's Hospital, Southampton, in Oct. 1945.

Mr. Norman Randall, 22 Dunwich Road, Bexleyheath, Kent DA7 5EW (tel. Erith 36049), would like to hear from any former shipmates of HMS Springbank, lost in the Atlantic Sept. 27, 1941, and of HMS Colombo 1943-45.

Mr. Thomas Hill, Homeleigh, 5 Oxford Park, Iffracombe, Devon EX34 9JS, would like to get in touch with former shipmates of HMS Argonaut 1943-45.

Mr. B. L. Hall, ex-L/Signalman, Downview, Blackheath Lane, Womersley, Guildford, Surrey (tel. Guildford 892325), wants to contact former members of the communications staff of the late Admiral of the Fleet Lord Fraser of North Cape, who as vice-admiral was second in command Home Fleet HM ships Duke of York, Anson, Kenya and Victorious 1942-44, especially Dutchy Holland, Harry Green and Lofty Higginson.

Mr. Robert (Bob) Marwood, 55 MacMurchy St, Apartment 504, Brampton, Ontario, Canada L6X 1X9, would be pleased to hear from James Simister (last known address 95 Lothian Avenue, Hayes, Middx), POMM George Phipps (Church Cottages, Lymington, Folkestone, Kent), and Arnold Field (1 Cross Street, Brighouse, Yorkshire).

Mr. Ralph Matthews, ex-CVS

PEN-PALS

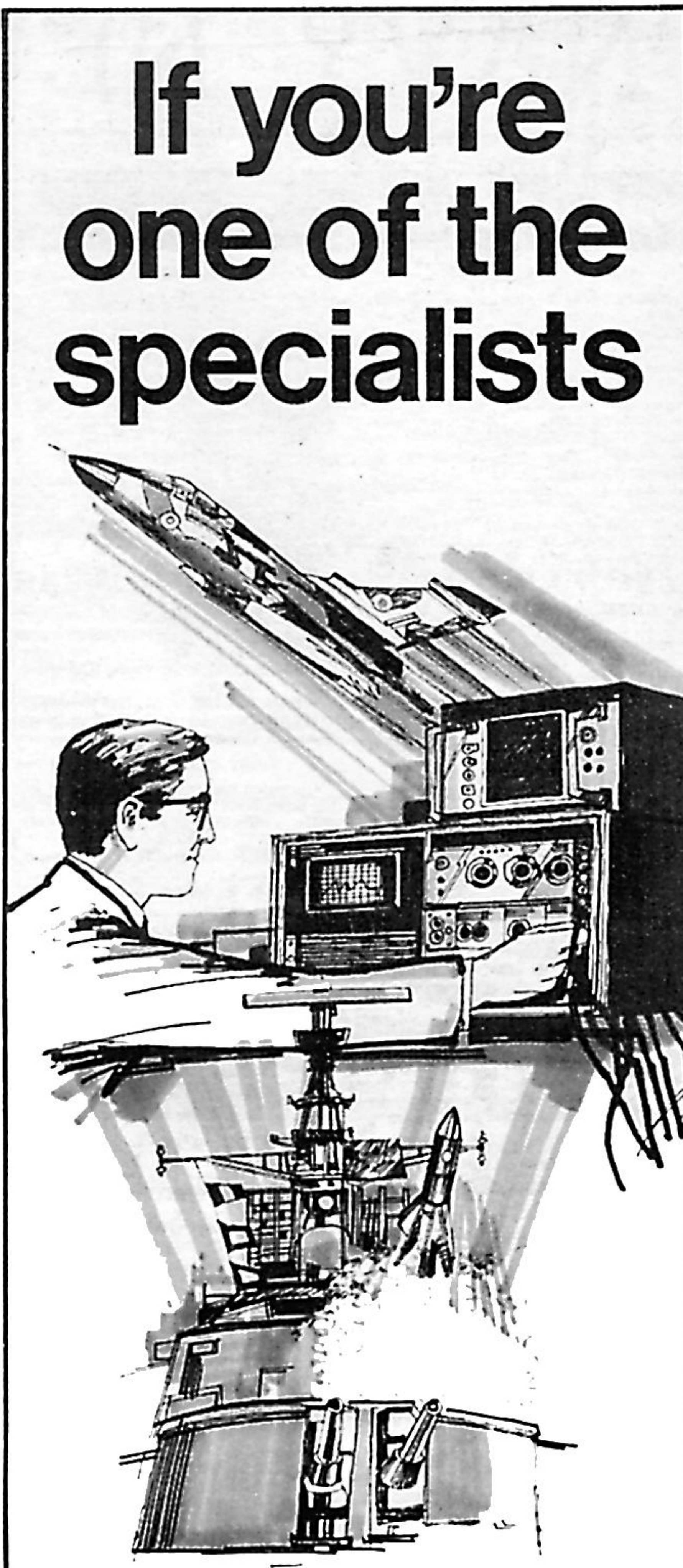
READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

June (34), single, 5ft. 4in., brown hair, brown eyes, Chelmsley Wood, Birmingham.
 Susan (26), single, 5ft. 2in., auburn hair, hazel eyes, Chichester, Sussex.
 Gill (27), divorced, 5ft. 7in., brown hair, green eyes, Melton Mowbray, Leics.
 Nicky (21), single, 5ft. 4in., auburn hair, blue eyes, Truro, Cornwall.
 Mrs. E. (60), widow, 5ft., blonde hair, Bromley, Kent.
 Lynne (21), single, 5ft., black hair, brown eyes, Truro, Cornwall.
 Carole (18), single, 5ft. 4in., brown hair, blue eyes, Fareham, Hants.
 Michelle (23), single, 5ft., fair hair, blue eyes, Bristol.
 Valerie (18), single, 5ft. 6in., brown hair, blue eyes, Chichester, Sussex.
 Judy (19), single, 5ft. 10in., brown hair, blue eyes, Labrador, Canada.
 Kim (17), single, 5ft. 3in., brown hair, blue-green eyes, Basingstoke, Hants.
 Sheila (20), single, dark hair, dark eyes, Newton Abbott, Devon.
 Kim (16), 5ft. 7in., brown hair, blue eyes, Watford, Herts.
 Dionne (17), single, 5ft. 7in., brown hair, brown eyes, Strabano, Co. Tyrone.
 Anne (17), single, 5ft. 2in., blonde hair, blue eyes, Lewisham, London.
 Chris (32), single, 5ft. 1in., fair hair, blue-green eyes, Hartlebury, Worcester.
 Julie (17), single, 5ft. 6in., brown hair, blue eyes, Plymouth, Devon.
 Rosalind (23), single, brown hair, hazel eyes, one daughter (3), Hatfield, Herts.
 Sharon (22), single, 5ft. 1in., brown hair, blue eyes, Burton-on-Trent, Staffs.
 Nicola (15), 5ft. 3in., brown hair, blue eyes, Cleethorpes.
 Mandy (17), single, 5ft. 5in., blonde hair, blue eyes, Leeds.
 Mary (17), single, 5ft. 2in., brown hair, brown eyes, Bristol.
 Debra (18), single, brown hair, blue eyes, Stockport, Cheshire.
 Carolyn (19), single, 5ft. 4in., brown hair, blue eyes, Swansea, Glam.
 Angela (28), single, 5ft. 5in., brown hair, blue-green eyes, Keighley, Yorks.
 Janet (22), single, 5ft. 7in., fair hair, blue eyes, Kings Norton, Birmingham.
 Pearl (54), single, 5ft. 2in., blonde hair, blue eyes, Cambridge.
 Lucy (20), single, 5ft. 2in., red hair, green eyes, Stevenage, Herts.
 Diane (19), single, 5ft. 7in., blonde hair, green-blue eyes, Cheltenham, Glos.
 Rose (25), divorced, brown hair, hazel eyes, Market Bosworth, Leics.
 Lucy (17), single, 5ft. 6in., blonde hair, grey eyes, Cirencester, Glos.
 Julie (17), single, 5ft. 2in., blonde hair, grey-blue eyes, Sidcup, Kent.
 Lauren (18), single, 5ft. 6in., auburn hair, hazel eyes, Hackney, London.
 Helena (17), single, brown hair, brown eyes, Duffield, Derbyshire.
 Julia (17), single, 5ft. 1in., brown hair, brown eyes, Duffield, Derbyshire.
 Karen (18), single, 5ft. 4in., auburn hair, hazel eyes, Quedgeley, Gloucester.
 Christine (18), single, 5ft. 6in., blonde hair, blue eyes, Oxford.
 Maureen (18), single, 5ft. 5in., blonde hair, blue eyes, Canterbury, Kent.
 Marion (38), divorced, brown hair, hazel eyes, two children, Newcastle-under-Lyme.
 Karen (19), single, 5ft. 6in., brown hair, hazel eyes, Dumfries, Scotland.
 Pamela (25), single, ginger hair, blue eyes, Kidderminster, Worcs.

Dawn (17), single, 5ft. 3in., red hair, green eyes, Truro, Cornwall.
 Heather (17), single, 5ft. 5in., brown hair, brown eyes, Clevedon, Avon.
 Mary Ann (18), single, 5ft. 6in., brown hair, blue-grey eyes, Randalstown, Co. Antrim.
 Christine (18), single, 5ft. 9in., brown hair, brown eyes, Harlow, Essex.
 Susan (19), single, 5ft. 4in., brown hair, brown eyes, Rotherham, Yorks.
 Dawn (18), single, 5ft. 4in., brown hair, brown eyes, Halesowen, W. Midlands.
 Marilyn (32), single, 5ft. 4in., brown hair, brown eyes, Hillhead, Glasgow.
 Elisabeth (45), divorced, 5ft. 10in., blonde hair, brown eyes, Waltham Cross, Herts.
 Deirdre (17), single, 5ft. 9in., brown hair, blue eyes, Canterbury, Kent.
 Anne (24), single, brown hair, brown eyes, Whitby Bay, Tyne and Wear.
 Sarah (17), single, 5ft. 4in., brown hair, brown eyes, Basingstoke, Hants.
 Catherine (17), single, 5ft. 4in., blonde hair, green eyes, Glossop, Derbyshire.
 Josie (43), single, 5ft. 4in., auburn hair, blue eyes, Bristol.
 Sharon (18), single, 5ft. 2in., blonde hair, green eyes, Twickenham, Middx.
 Christina (31), single, 5ft. 3in., brown hair, brown eyes, Enfield, Middx.
 Kathleen (31), single, 5ft. 6in., blonde hair, blue eyes, Northampton.
 Jayne (20), single, 5ft. 8in., blonde hair, blue eyes, Calne, Wilts.
 Karen (20), single, 5ft. 2in., brown hair, brown eyes, Barking, Essex.
 Jean (45), divorced, 5ft. 7in., blonde hair, blue eyes, Selly Oak, Birmingham.
 Angela (17), single, 5ft. 5in., brown hair, blue eyes, Luton, Beds.
 Dawn (18), single, 5ft. 2in., brown hair, blue eyes, Hatfield, Herts.
 Eleanor (19), single, brown hair, blue eyes, Tenby, Dyfed.
 Caroline (18), single, 5ft., brown hair, grey-green eyes, Rubery, Birmingham.
 Sandra (22), single, 5ft. 1in., brown hair, brown eyes, Blackpool, Lancs.
 Julia (17), single, 5ft. 3in., auburn hair, blue eyes, York.
 Margaret (17), single, 5ft. 4in., brown hair, hazel eyes, Paignton, Devon.
 Maxine (25), single, 5ft. 8in., brown hair, green eyes, Gateshead, Tyne and Wear.
 Christine (31), single, 5ft. 6in., blonde hair, blue eyes, Northampton.
 Karen (17), single, 5ft. 2in., brown hair, blue eyes, Luton, Beds.
 Danielle (20), single, 5ft. 8in., blonde hair, blue eyes, High Wycombe, Bucks.
 Deborah (17), single, 5ft. 4in., blonde hair, Flinton, Manchester.
 Ann (30), divorced, 5ft. 9in., brown hair, green eyes, Croydon, Surrey.
 Adele (20), single, 5ft. 6in., blonde hair, blue eyes, Deptford, London.
 Mandy (22), single, 5ft. 4in., brown hair, brown eyes, Ashford, Middx.
 Julia (18), single, 5ft. 1in., red hair, green eyes, Patchway, Bristol.
 Phil (18), single, 5ft. 3in., brown hair, brown eyes, Harcliffe, Bristol.
 Petra (18), single, 5ft. 3in., blonde hair, hazel eyes, Canterbury, Kent.
 Christine (21), single, brown hair, blue eyes, Winchmore Hill, London.
 Andrea (19), single, 5ft. 1in., brown hair, grey-blue eyes, Hereford.
 Beverley (19), single, 5ft. 7in., brown hair, blue eyes, Darlington, Co. Durham.
 Mary (23), single, 5ft. 3in., dark hair, brown eyes, St Helens, Merseyside.
 Rona (29), single, 5ft. 7in., brown hair, brown eyes, Hemel Hempstead, Herts.
 Karen (20), single, 5ft. 5in., blonde hair, brown eyes, Moreton-in-Marsh, Glos.
 Moyra (33), single, 5ft. 4in., auburn hair, hazel eyes, Aberdeen, Scotland.
 Caroline (18), single, 5ft., brown hair, blue eyes, Clapham, London.
 Jayne (19), single, 5ft. 5in., brown hair, hazel eyes, Gomersal, W. Yorks.
 Sue (20), single, 5ft. 4in., brown hair, blue eyes, Plymouth, Devon.
 Allison (20), single, 5ft. 6in., auburn hair, grey-green eyes, Woking, Surrey.

Lynn (18), single, 5ft. 2in., blonde hair, blue-green eyes, Redditch, Worcs.
 Jane (17), single, dark hair, Tunbridge Wells, Kent.
 Christine (20), separated, 5ft., brown hair, hazel eyes, Longbridge, Birmingham.
 Dawn (17), single, 5ft. 4in., golden hair, brown eyes, Hemel Hempstead, Herts.
 Caroline (18), single, 5ft. 7in., blonde hair, green-blue eyes, Halesowen, W. Midlands.
 Debbie (19), single, 5ft. 4in., dark hair, hazel eyes, Newmarket, Suffolk.
 Jane (24), single, 5ft. 6in., brown hair, blue eyes, Huddersfield, Yorks.
 Allison (17), single, 5ft. 3in., ginger hair, green eyes, Ilkley, Yorks.
 Gail (18), single, 5ft. 2in., brown hair, green eyes, Leeds.
 Babs (24), single, 5ft. 11in., brown hair, brown eyes, London.
 Terri (17), single, 5ft. 4in., brown hair, brown eyes, Hull, N. Humberside.
 Carolyn (33), divorced, 5ft. 8in., dark hair, green eyes, Huntingdon, Cambs.
 Helen (22), single, 5ft. 5in., blonde hair, blue eyes, Luton, Beds.
 Susan (16), 5ft. 6in., black hair, brown eyes, Tottenham, London.
 Lesley (26), single, 5ft. 3in., brown hair, brown eyes, Birmingham.
 Kim (17), single, 5ft. 3in., brown hair, brown eyes, Wallasey, Tyne and Wear.
 Judith (23), divorced, 5ft. 6in., auburn hair, blue eyes, one daughter (3), Southampton.
 Jenny (21), single, 5ft. 1in., brown hair, green eyes, Stoke-on-Trent.
 Amber (17), single, 5ft. 9in., red hair, green eyes, Pontypool, Gwent.
 Debbie (19), single, 5ft. 2in., brown hair, blue eyes, Ellesmere Port, Wirral.
 Jane (16), 5ft. 2in., auburn hair, green eyes, Nowhaven, Sussex.
 Harriet (17), single, 5ft. 7in., brown hair, blue eyes, Norwich, Norfolk.
 Judith (20), single, 5ft. 1in., brown hair, Stowmarket, Suffolk.
 Ellen (28), divorced, 5ft. 5in., brown hair, blue eyes, Rotherham, Yorks.
 Elaine (21), single, 5ft. 4in., brown hair, blue eyes, Morden, Surrey.
 Mary (29), single, 5ft., brown hair, brown eyes, Betchworth, Surrey.
 Carol (18), single, 5ft. 4in., brown hair, brown eyes, Croydon, Surrey.
 Lisa (19), single, 5ft. 4in., brown hair, blue eyes, Widnes, Cheshire.
 June (42), single, 5ft. 8in., brown hair, brown eyes, Dover, Kent.
 Jane (19), single, 5ft. 3in., fair hair, brown eyes, Chesterfield.
 Karen (18), single, 5ft. 3in., brown hair, blue eyes, Prudhoe, Northumberland.
 Sally (17), single, 5ft. 1in., blonde hair, blue eyes, Nottingham.
 Kathy (21), single, 5ft. 3in., brown hair, blue eyes, Retford, Notts.
 Jean (44), divorced, 5ft. 2in., brown hair, hazel eyes, Rotherham, Yorks.
 Helen (18), single, 5ft. 2in., brown hair, brown eyes, Coulsdon, Surrey.
 Anna (33), single, 5ft., fair hair, brown eyes, Thame, Oxon.
 Angela (18), single, 5ft. 4in., brown hair, blue eyes, Ellesmere Port, Wirral.
 Julie (24), single, 5ft. 6in., brown hair, hazel eyes, Clacton-on-Sea, Essex.
 Lorraine (22), separated, 5ft. 6in., brown hair, hazel eyes, Bristol.
 Jenny (17), brown hair, blue eyes, Nuneaton, Warwickshire.
 Dionne (18), single, 5ft. 6in., brown hair, brown eyes, Liverpool.
 Susan (23), single, 5ft. 6in., brown hair, brown eyes, Eastbourne.
 Margaret (36), divorced, 5ft. 2in., blonde hair, blue eyes, Sompting, Sussex.
 Joan (34), divorced, 5ft. 2in., brown hair, blue eyes, Huyton, Liverpool.
 Christine (37), divorced, 5ft., brown hair, brown eyes, Blackpool, Lancs.
 Linda (26), single, 5ft. 1in., auburn hair, brown eyes, Salisbury, Wilts.
 Tracey (20), single, brown hair, blue eyes, Truro, Cornwall.
 Jayne (20), single, 5ft. 6in., brown hair, brown eyes, Esher, Surrey.
 Susan (24), single, 5ft. 5in., blonde hair, brown eyes, Driffield, Yorks.

Sandra (31), single, 5ft. 3in., brown hair, brown eyes, St Annes, Lancs.
 Marion (27), divorced, 5ft. 4in., brown hair, grey eyes, Castleford, Yorks.
 Suzanne (18), single, 5ft. 5in., brown hair, blue-green eyes, Stockport, Cheshire.
 Susan (18), single, 5ft. 4in., blonde hair, green eyes, Blackheath, London.
 Sylvia (33), divorced, 5ft. 4in., dark hair, hazel eyes, Lichfield, Staffs.
 Pam (44), divorced, 5ft. 4in., dark hair, hazel eyes, Weymouth, Dorset.
 Kimberley (20), single, 5ft. 2in., black hair, brown eyes, Dover, Kent.
 Pauline (34), widow, 5ft. 4in., chestnut hair, blue eyes, three children, Ilkley, Yorks.
 Jackie (20), single, 5ft. 4in., blonde hair, blue eyes, Bedford.
 June (19), single, 5ft. 3in., brown hair, hazel eyes, Nottingham.
 Belinda (22), single, brown hair, blue eyes, Penn, Bucks.
 Lynda (16), 5ft. 3in., black hair, green eyes, Saltash, Cornwall.
 Anne (24), single, 5ft. 2in., fair hair, green eyes, Gloucester.
 Tanya (17), single, brown hair, hazel eyes, Chiswick, London.
 Julie (18), single, 5ft., brown hair, brown eyes, Earlsdon, Coventry.
 Trisha (29), divorced, 5ft. 5in., brown hair, hazel eyes, Widnes, Cheshire.
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 Janet (25), single, 5ft., blonde hair, blue eyes, Bolton, Lancs.
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 Jane (17), single, 5ft. 3in., blonde hair, blue eyes, Warley, W. Midlands.
 Sally (15), 5ft. 3in., ginger hair, hazel eyes, Tring, Herts.
 Anne (23), single, 5ft. 4in., brown hair, hazel eyes, Gt. Missenden, Bucks.
 Susan (16), fair hair, blue eyes, Stafford.
 Anne (26), single, 5ft. 6in., brown hair, brown eyes, Croxteth, Liverpool.
 Carole (23), single, 5ft. 8in., brown hair, green eyes, Warrington, Cheshire.
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 Wilma (25), divorced, 5ft. 1in., brown hair, brown eyes, Leicester.
 Diane (25), single, 5ft. 2in., brown hair, brown eyes, Tooting, London.
 Linda (21), single, 5ft. 2in., blonde hair, blue eyes, Paignton, Devon.
 Shirley (17), single, 5ft. 5in., brown hair, hazel eyes, Newport, Gwent.
 Carolyn (16), 5ft. 6in., brown hair, blue eyes, Norwich, Norfolk.
 Mandy (18), single, 5ft. 5in., brown hair, hazel eyes, Southampton.
 Chris (24), single, 5ft. 4in., brown hair, blue eyes, Boxhill-on-Sea, Sussex.
 Dianne (19), single, brown hair, brown eyes, Wakefield, Yorks.
 Jagwa (38), widow, 5ft. 7in., brown hair, brown eyes, London.
 Gail (25), single, 5ft. 3in., brown hair, brown eyes, Shard End, Birmingham.
 Lucinda (18), single, 5ft. 6in., fair hair, blue eyes, Castlereagh, Belfast.
 Susan (33), divorced, 5ft. 5in., auburn hair, hazel eyes, two sons, Stalybridge, Cheshire.
 Angela (18), single, 5ft. 5in., brown hair, Billingshurst, Sussex.
 Janet (25), divorced, 5ft. 3in., brown hair, brown eyes, Plymouth, Devon.
 Olga (48), divorced, 5ft. 6in., dark hair, brown eyes, Market Harborough, Leics.
 Sharon (34), single, 5ft. 9in., fair hair, Market Harborough, Leics.
 Vickie (16), 5ft. 4in., fair hair, blue-green eyes, Bromborough, Wirral.
 Brenda (16), 5ft. 6in., blonde hair, blue-green eyes, Hornchurch, Essex.
 Angela (20), single, 5ft. 10in., blonde hair, blue eyes, Plymouth, Devon.
 Linda (32), divorced, 5ft. 6in., brown hair, blue eyes, Stoke-on-Trent, Staffs.
 Sue (25), single, brown hair, brown eyes, Bristol.
 Lynn (22), single, 5ft. 4in., brown hair, hazel eyes, Salisbury, Wilts.



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Lockheed IAL

1983

SOME DATES YOU WON'T NEED

JANUARY 1, 1799

In 1799, income tax was introduced. Still, at only 4p in the £, it wasn't really worth working in Saudi Arabia for two years to avoid it.

JULY 25, 1909

In 1909, Louis Bleriot made the first powered solo flight across the English Channel. Rumours that he was secretly aiming for a rendezvous with Lockheed in Saudi Arabia have been persistently denied.

NOVEMBER 22, 1890

In 1890, guineas ceased to be legal tender. A good thing too, otherwise your tax free salary for two years in Saudi Arabia would only have been 18,000 gns, which sounds a lot less than £20,000.

...AND SOME YOU WILL

	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC
Radio	17 → 4		11 → 27	20 → 5			3 → 18					
Line Comms	17 → 18		11 → 13		4 → 5	19 → 21						
Nav aids		21 → 18		9 → 3	25 → 19		24 → 18					
Ground Radar T40T2	17 → 11		11 → 3	4 → 26		3 → 25						
ATC Radar AR1		21 → 18		16 → 10	25 → 19		24 → 18					
Computers	31 → 18			16 → 1	22 → 7	7 → 23						

Now for the serious bit. Above, you'll see a complete timetable of the training courses IAL are running for Lockheed in 1983.

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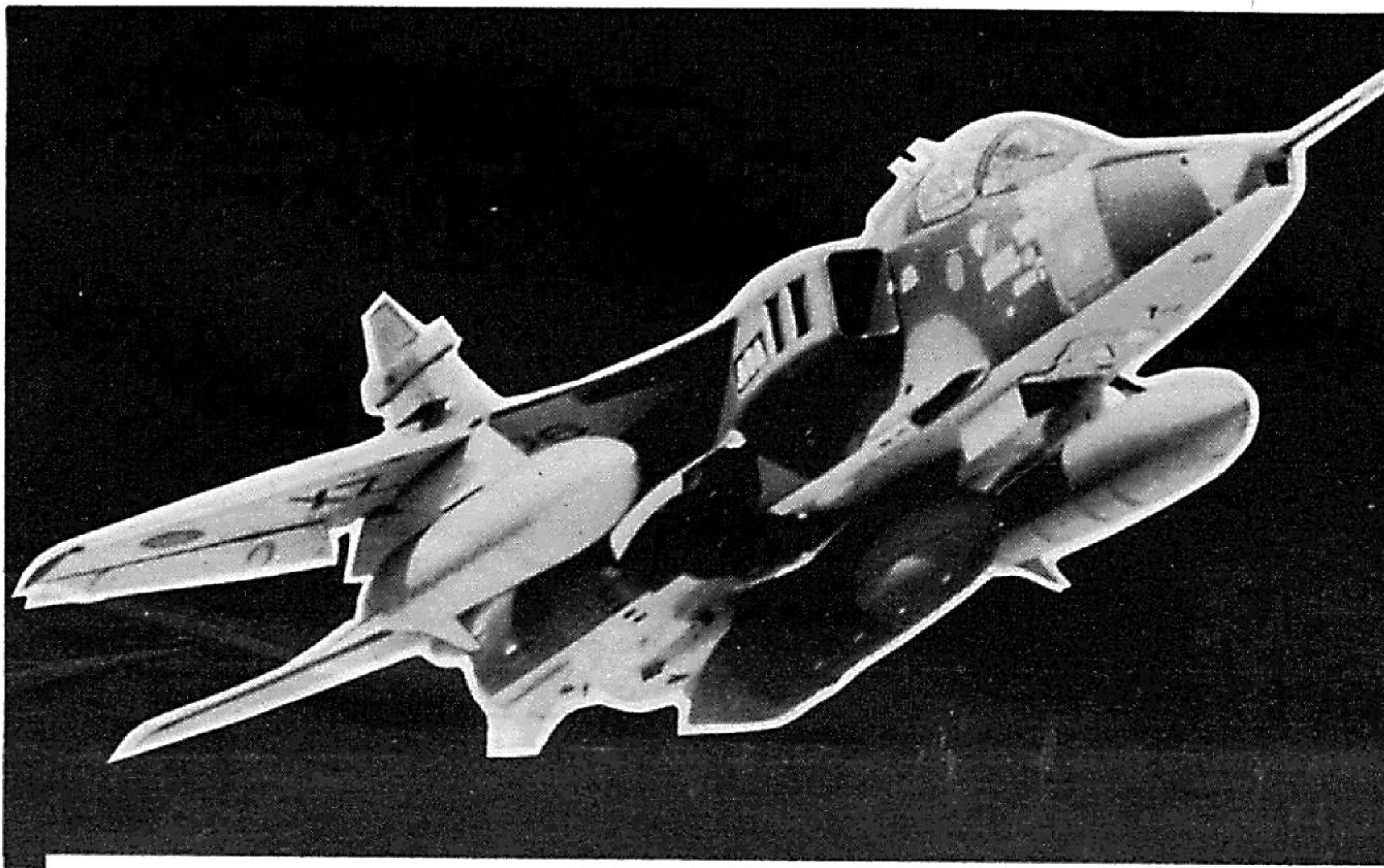
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Dorset win the opening skirmish

DORSET won the opening match of the Navy golf season in emphatic fashion by 11 matches to four, writes *Brian Grant*. In the very wintry conditions on the Downs of Dorset at Came Down Golf Club, the Dorset team settled to the task well and led in the morning foursomes 3½ to 1½.

The opening foursomes pairing of Lieut.-Cdr. Malcolm Edmonds (Culdrose) and Lieut. Ian Yuill (Collingwood) gave the Navy a good start with a fine three and two opening win. Playing with a new partner this year, Malcolm produced with Ian such excellent golf that an early lead was held on to with applied ease.

The only other morning success was a halved match by that old campaigner Cdr Paul DuVivier (MOD), teaming up with a future star of Navy golf, LCpl Bill Parker (RM Air Squadron). They fought hard against an extremely dogged Dorset pair and could be considered unlucky not to have won.

By taking the afternoon singles 7½ to 2½ the Dorset team confirmed their superiority. With two up and three to play, Malcolm is expected to win most matches. However, the current Navy and Cornish champion, playing an old adversary, Roger Hearn, a past Dorset champion, was unable to hold on to the lead he

Golf

had established. The short putt missed at the 17th proved his undoing and honours were shared.

There were successes, your correspondent is pleased to report, none better than that of Lieut. Peter Woodings (Collingwood) playing in his first "county" game. His happy demeanour hid a dogged determination that carried him through to a two and one win.

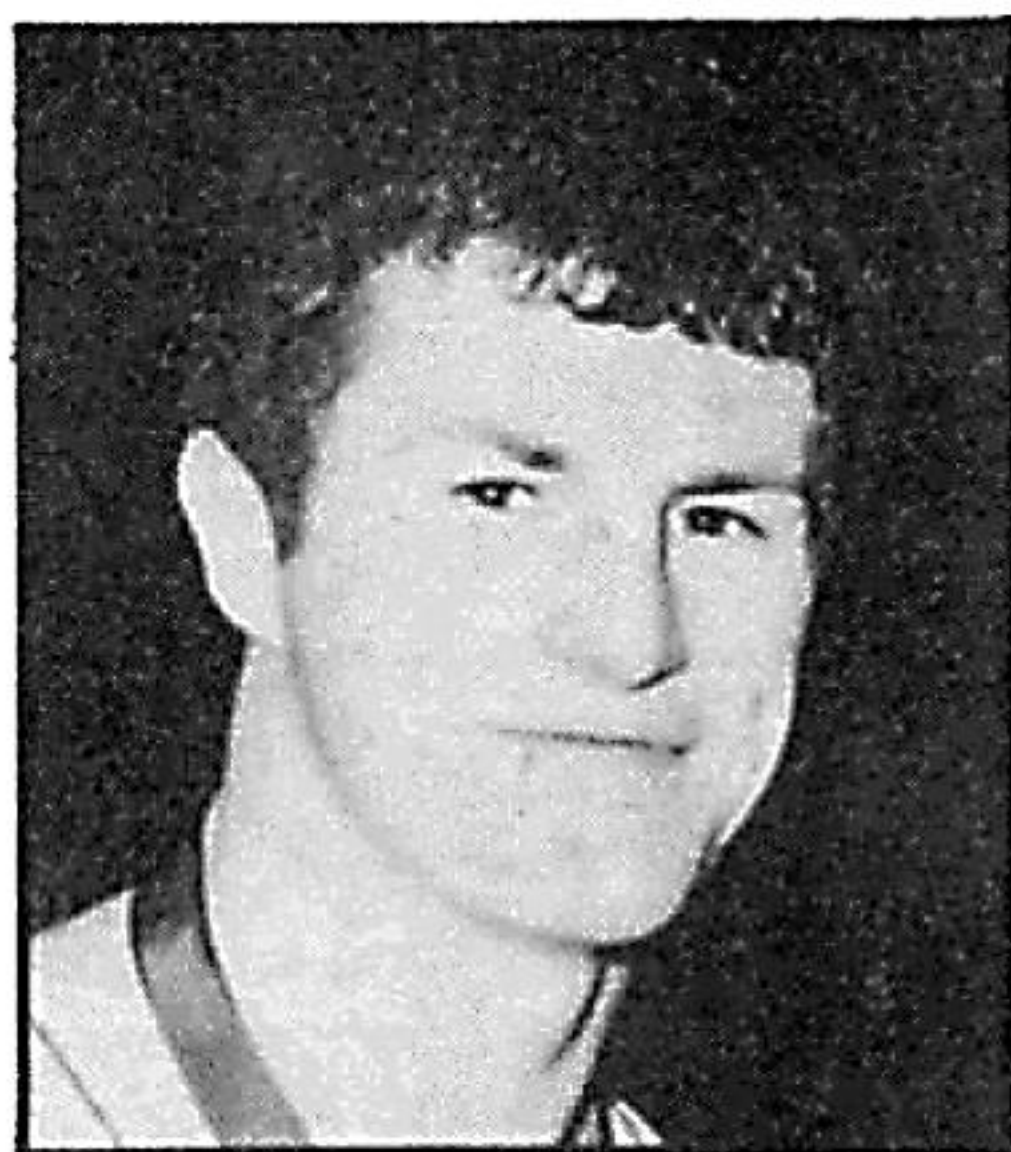
What made his win so impressive was that he

got the result over the current Came Down GC scratch champion and course record holder.

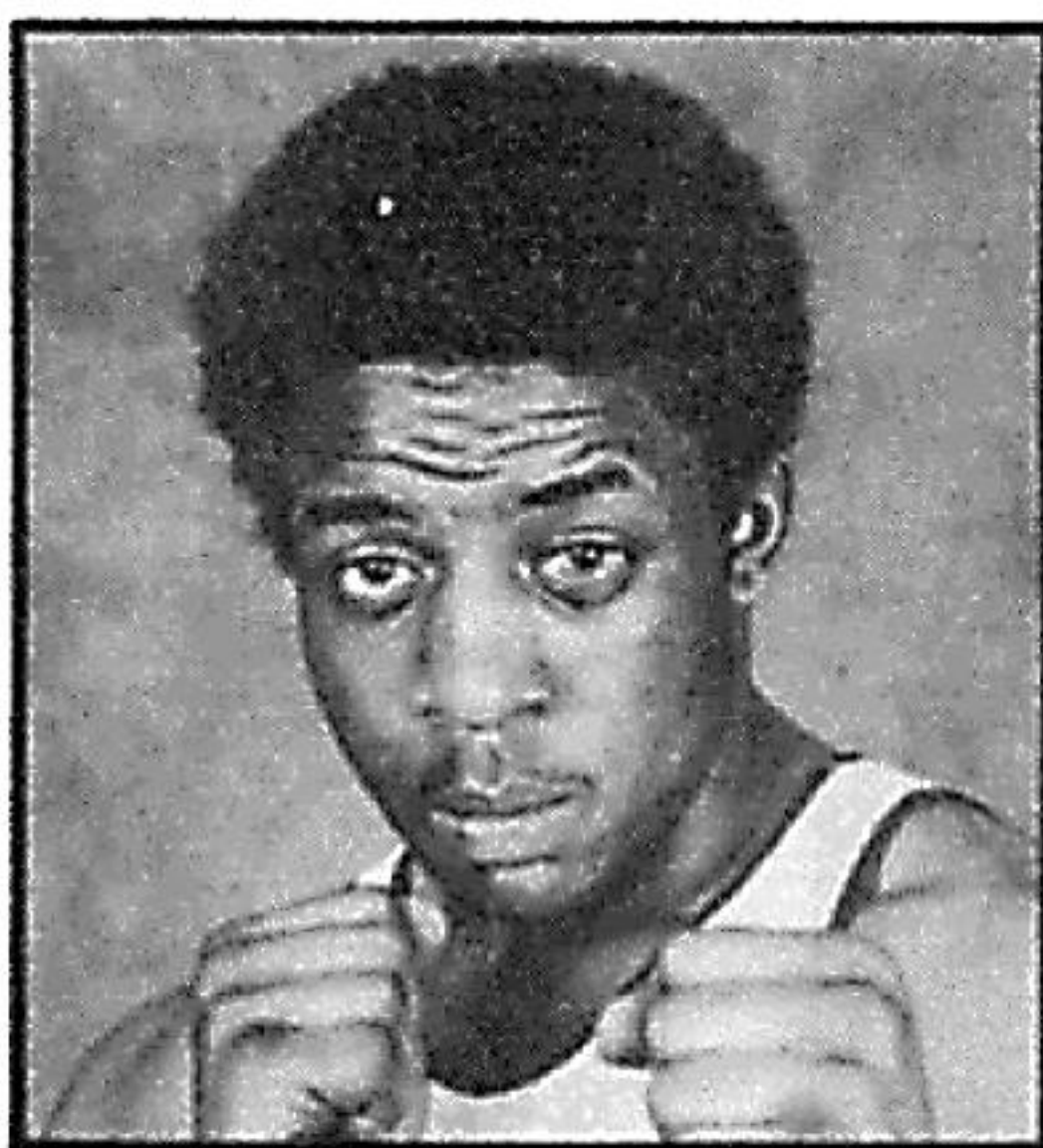
Success that afternoon belonged to another emerging Navy golfer, PO Peter Darlington (Culdrose); his win on the last green proved how well he is settling to the pressures of "final green" golf.

It would be remiss not to mention a particularly impressive appearance by yet another emerging Royal Marine golfer, Cpl Hamish Reid (Comaccio Company). His first singles game went to the last putt and he lost, but his application and determination augers well for the future. His happy and enjoyable approach to the game, like that of Peter Woodings, is not perhaps new, but it is certainly refreshing.

The Navy Open Championships are being held at the Meon Valley Golf and Country Club, near Southampton, on June 16-17. Those of handicap ten and below may apply, either through their Command Secretary or direct to me at HMS Excellent (ext. 5171).



Brian Schumacher



Keith Ferdinand

Wembley double act

AB Brian Schumacher and MNE Keith Ferdinand return to familiar hunting ground at the Empire Pool, Wembley, on May 6 for the national finals of the George Wimpey ABA championships.

Schumacher, the national middleweight champion in 1981, earned his crack at a second title by virtue of another devastating performance at the ABA semi-finals at Preston on April 13.

THEN THERE WERE THREE

THREE out of five was the Royal Navy's reward at the end of the All-England ABA semi-finals at Gloucester on April 3. AB Wayne Green, AB Brian Schumacher and MNE Keith Ferdinand won through to the national semi-finals, CK Dave Pope and SEA Stuart Gill fell by the wayside.

Green and Schumacher were both in superb form, featuring in two of the shortest contests on the bill, while Ferdinand won comfortably on points without ever doing much more than stab out a stream of stinging left leads.

Green was matched against the young Portsmouth ABC light-welterweight, Mark Ballard. Whatever geographical rivalry there was between the two was settled by a crunching right uppercut, left hook combination from Green which knocked Ballard out mid-way through the first round.

Schumacher weakened hard man Mike McKeown with two blistering right crosses and, with another exhibition of clinical finishing, cut his man down after little more than two minutes of the first round.

SEWN UP

Stuart Gill was already kicking himself as he left the ring for losing a contest he had all sewn up.

He boxed beautifully for two and a half rounds, built up an unassailable points lead over the harder punching Colin Lynch of Coventry, then blew it in the final 90 seconds by taking three standing counts and automatic stoppage as Lynch threw every-

He recorded his fifth consecutive inside-the-distance win by hammering Scotland's George Brown into retirement at the end of the first round. Only one of Schumacher's last five contests have extended into the second round.

The last time the Navy champion met and beat Brown was on his way to the 1981 ABA crown.

Returning to Wembley for the second year in succession will be super heavyweight MNE Keith Ferdinand, who earned a points decision over mauling, spoiling Welsh southpaw Colin Jacobs.

Ferdinand faces London Transport policeman Guy Williamson in the final, while Schumacher is up against London's Tyrone Forbes, victor over three international boxers on his way to Wembley.

GOOD BLOWS

The Navy's third representative in the semi-finals, AB Wayne Green, was stopped near the end of the first round by Welsh light-welterweight Dave Griffiths. Green had started well, built up a steady points lead and landed some good blows of his own.

But a left hook deposited Green on the canvas near the bell, and although he was back on his feet by the count of eight, the referee quite correctly sent him back to his corner.

Boxing

thing into an all-or-nothing attack.

Dave Pope could have little complaint about losing — talented Sean Murphy from St Albans was already well in control — but just cause to be aggrieved at the method of his defeat.

He was disqualified by an over-fussy referee for dropping his head, although never dangerously, and was thereby prevented from claiming a runners-up medal.

The two other Combined Services boxers on the bill, Carl Crook (Army) and Paul McNamee (RAF), both lost on points.

Fixtures

MAY

- 1 — Modern Pentathlon: Regional Triathlon (Sherborne); Kayak: Thames marathon.
- 5-6 — Athletics: Decathlon (RAF Cosford).
- 5-7 — Hockey: Islanders Festival (Portsmouth).
- 6 — Cricket: RN v Oxford University (The Parks, Oxford).

- 7 — Cricket: RNU25 v US Plymouth (Mount Wise).
- 7-8 — Cycling: 10 and 30 mile TT (Portsmouth); Kayak (slalom): Old Windsor 2 (Windsor).
- 8 — Cricket: RNU25 v Devon (U19) (Mount Wise); Kayak: Taunton to Bridgwater (Taunton).
- 14 — Equestrian: Royal Windsor Horse Show; Rifle: Inter-Service tyros rifle match (Bisley); Swimming: RN v



CWren Jane Walsh fires in a shot at the WRAC goal in the Inter-Services decider at Portsmouth. Supporting her is POWren Sally Dale.

In brief

A LITTLE BIT of Royal Navy basketball history was made on March 25 in HMS Collingwood when the Navy won their first match in the Inter-Service tournament since the inaugural competition in 1947.

Although the Royal Air Force went on to take the trophy, the Navy's 76-72 triumph over the Army must rate as the highlight of the weekend.

Grounds for the win were laid during a hard week of training which included matches against National League teams Bracknell and Kingston.

It was 13th time lucky for Navy team captain CPO John Anderson (Yeovilton), whose 13th Inter-Services this was. The team was coached by Jim Guyman of the Brighton club.

The junior tournament was also won by the RAF.

Half marathon

AEM John Robb of 810 Squadron won the Culdrose half marathon from Lizard to the Royal Naval air station at Helston in a time of 1hr. 16min. 31sec. Second was Lieut.-Cdr. Danny McFadzean, commanding officer of the School of Aircraft Handling, just 15 seconds behind Robb and the first veteran to finish. The aircraft handling school won the team event.

Tetrathlon

LPT Jim Nowak (Dryad) finished fourth in the Army tetrathlon championships at Aldershot in a very strong field which included ten international

Winners at long last!

pentathletes. The three men who finished above him were all internationals and one of them, Whiteside of the Army, was the only Service competitor to do better than Nowak. The other Navy competitor, LPT Arthur Negus (Dolphin), finished 22nd.

Netball

The Army women won the Inter-Service B tennis championships staged in the tennis dome at Burnaby Road, Portsmouth. The RAF women were second and the RN women third.

Tennis

The RN women's netball team also finished third in the Inter-Services tournament at RAF West Drayton, losing 24-47 to the Army and 18-48 to the champions, the RAF women.

Shooting

THE Navy's annual pistol match against the Welsh national squad, staged by Culdrose Club at Preddannack, was won for the third year by the Welshmen. CPO Tony Dixon from Culdrose was the Navy's top scorer with 551 points out of 600.

Hockey

Late goal ties it up for Wrens

OUTRIGHT victory over both WRAC and WRAF gave the Women's Royal Naval Service sole claim to the 1983 women's Inter-Service hockey title.

It was the Wren's first outright triumph since 1979. In both 1980 and 1981 they shared the title with the air force girls.

Two goals by CWren Jane Walsh and one from POWPT Sylvia Johnson helped the Wrens to a 3-0 victory over the WRAF on the first day of the tournament staged at Burnaby Road.

In an enthralling final, POWren Bev Smithyman scored a brilliant solo goal in the closing minutes to give the Navy a 2-1 win over the WRAC. Sylvia Johnson scored the first goal.

Services extend 'Killers'

COMBINED SERVICES had mixed fortunes in their preparation for the Hockey Association's divisional tournament which took place on April 23 and 24.

In their first match against Combined English Universities they were slow to start against the skilful, enthusiastic students, conceding an early goal before finishing strongly to draw 1-1.

LADYKILLERS

Then followed a good performance at Uxbridge against Ladykillers, hockey's answer to the rugby Barbarians. In a highly entertaining match, Services played their best hockey for years against a side containing eight internationals.

LCA Nigel Eves (Collingwood) acquitted himself well at centre half in this company, but despite a first half equaliser by Morris, Services were scuppered by England centre forward Bhaura who scored a brilliant late winner.

ISLANDERS

The annual fixture against Islanders was played in very wet conditions at Burnaby Road, Portsmouth, with both sides under strength, particularly up front.

In a dour, uncompromising battle, Services recovered well from an early deficit to win comfortably by three goals to one. Lieut. Nigel King (Gannet), Lieut. Roger Evans (Excellent) and POMEM Brian Henry (Sultan) played soundly for Services, whose scorers were Bosworth (2) and Scopes.

- Bracknell (Bracknell); Tennis: RN v Canterbury (Portsmouth).
- 14-15 — Golf: RN v Cornwall (West Cornwall GC); Kayak (slalom): Redlocks 4 (Newbury).
- 15 — Tennis: RN v Hurlingham (Hurlingham); Tennis: RN Veterans v Army Veterans; Kayak: Bedford marathon; Cycling: Circuit races (Lee-on-Solent).
- 18 — Cricket: RNU25 v Chairman's XI (US Portsmouth).

- 19 — Cricket: RNU25 v Royal Marines (US Portsmouth).
- 21 — Tennis: RN v Roehampton (Roehampton); Equestrian: Tweseldown horse trials.
- 21-22 — Cycling: 23 mile TT and road race (Harrogate); Kayak (sprint): Nottingham; Modern Pentathlon: WRNS national tetrathlon (Aldershot; Arborfield).
- 29 — Kayak: Bradford-on-Avon.

SPORT

CROWN SLIPS AWAY

MISSED CHANCES cost the Royal Navy an opportunity of capping a magnificent soccer season with the Inter-Service crown, writes Jack Sheppard.

The Navy travelled to RAF Uxbridge on March 30 knowing that they had to beat their hosts by two clear goals to overhaul the Army, who had already beaten the airmen and held the Navy to a 1-1 draw at Burnaby Road, Portsmouth.

That two-goal target looked well within the Navy's capabilities as they quickly took control, were faster to the ball and played some very attractive football.

Alas, the chances were not converted into goals — a failing which the Navy were to regret.

OPEN GOAL

Five minutes into the match LMEM(L) Kevin Maddock (Vernon) threaded his way through the RAF defence, rounded the goalkeeper, and from just one yard and in front of an open goal had the ball nipped off this toe by a retreating defender.

Soon afterwards POPT Keith Baker (Nelson) had a golden opportunity from six yards but somehow managed to scoop the ball over the bar.

As frustration set in the Navy appeared to be missing the influence of skipper POPT Tommy Johnson (Nelson), sidelined by injury in the Army game. And it was the Royal Air Force, via a free kick from some distance out, who opened the scoring.

OFF THE LINE

The second half began with the Navy again attacking hard and winning a succession of corners. From one of these LPT Dutchy Holland (Excellent) had a goal-bound effort cleared off the line, and Maddock again outpaced the defence but was foiled by brave goalkeeping.

When the equaliser did come, it was a curious affair. Cpl Tiv Lowe (42 Cdo) punched in a low corner kick, POPT Ian Rees (Raleigh) dummied at the near post, and the ball ran into the net.

Soccer

In the end the Navy had to settle for a 1-1 draw, and the knowledge that several missed chances against the RAF and one simple mistake against the Army had let the Inter-Service trophy slip through their fingers.

BALANCED

But the failure to win the championship should be balanced against the squad's results over the entire season. The Navy played 19 matches, winning ten, drawing eight and losing just one — to Wiltshire. They scored 42 goals and conceded only 15.

Leading goalscorer was LPT Dutchy Holland with 12, followed by Kevin Maddock on nine. Maddock, incidentally, did well against Bournemouth in his second game for Pompey Reserves.

Tommy Johnson, Ian Rees, POPT John Gwynn (Mercury) and PO Jimmy Nesbitt (Sultan) each got on to the scoresheet three times during the season.

JUBILEE CUP

● HMS Heron, holders of the Navy Cup soccer trophy, meet Army unit champions SEME Bordon on May 4 at RN air station Yeovilton in the Watney Manns-sponsored Jubilee Cup competition.

Final match of the tournament is between Heron and RAF Wyton at Wyton on May 11. Wyton were playing Bordon in the opener on April 27.

Barrie's challenge



POMA Barrie Thomas is a member of the Victory team preparing Britain's challenge for the America's Cup this summer. He has been given a year off by the Navy to take part in the challenge.

Barrie was fifth in the 1981 world Hornet championships in Australia and is an experienced offshore sailor. He is the Victory Syndicate's medical officer and is also in charge of physical fitness training.

Crack shots

RN air station Yeovilton's annual .22 rifle competition was won by the Air Division of Flag Officer Naval Air Command's staff. There was intense competition from 79 teams, and Air Division just kept out the Ground Defence Armourers to win by two points.



Marine Alan Turner (RM Poole) takes on the RAF pack with AB Rod Joy (HMS Finwhale) close support. The Navy lost 4-6.

Picture: LA (Phot) Geoff Uowen.

Nil return from favourites' tag

FURTHER disappointment, after the last minute defeat by the Army three weeks previously, lay in store for the Navy team on Easter Saturday when, in a game of much endeavour and defensive courage but indifferent attacking skills, they lost to the RAF by a try to two penalty goals, writes Mike Vernon.

Once again early superiority provided a nil return in terms of points for the Navy and, though hope flickered briefly in the second half when Glyn Wood crashed over from Peter Tomlin's pass, the simple conversion was missed as were several other kickable attempts at goal, Tomlin getting closest in the first half when he hit the post from long range.

The Navy introduced Stan Mellor at prop for his first cap and young Marine Dick

Rugby

(one against the Army and two against the RAF), as opposed to six (four against the Army and two against the RAF) in 1982.

In both seasons the results could, and probably should, have gone the other way; the records show, however, that in all four games the Navy managed a total of only three penalty goals and one conversion and herein lies part of the explanation — lack of a reliable, specialist place kicker.

FACTORS

Another contributory factor, by no means confined to the Navy, concerned poor ball-handling skills in attack, and particularly in the timing of passes and drawing of opponents.

In my book "crash ball" and the "rolling maul" have a lot to answer for in the elimination of classic centre three quarter play from the modern game, and its consequent stultification as a spectacle.

For all that they were likely to see of the ball in attack, all four wings on Easter Saturday might just as well have gone off to make up a four at golf or tennis.

ENJOYABLE

Having got that off my chest, may I nevertheless say that I have seen some highly enjoyable games this season, with the Royal Navy, whether in victory or defeat, contributing at least their fair share to the entertainment.

This was much in evidence in the mid-season contests and again at Cardiff, ten days before

the RAF game, in the Glamorgan Wanderers match, which the locals rated as just about the best they had seen on their ground all season. Credit here to John Ackerman in his first season as Navy Coach who seems to have risen above his prop forward origins!

As I bow out after ten eventful, instructive and, above all, enjoyable years as Navy Rugby Secretary, it only remains for

me to acknowledge with grateful thanks the rich contribution which all those players, alickadoos, foreign hosts, chateau-owners, curry shops and so on have made to what I regard as "quality of life," to wish Bob Easson a more tangible reward for his dedication in 1984, and to hope that Lieut.-Cdr. Roy Stokes, my successor, will enjoy at least the same good fortune. He's only small so be gentle with him!

And now I'll be getting back to the day job as ADNPTS and Secretary of the Sports Control Board...

Riding for a fall...



Upright — but not for long! WEA3 Gary Packer (Collingwood) and Lieut. Steve England (Greenwich) came to grief shortly after this picture was taken at the Inter-Service wild water championships on the River Nith near Sanquhar, north of Dumfries, Scotland.

The Royal Air Force came out clear winners, but the Royal Navy did well to take second place ahead of the Army. Lieut.-Cdr. Clive Waghorn (Dartmouth) achieved the best individual position in the K1 class.

Picture: Capt. A. J. Davies.

Last writes!

THIS, sadly, is Cdr. Mike Vernon's final rugby column for Navy News. As the season ends he is bowing out as secretary of the RNRU to concentrate on his work for the Directorate of Naval Physical Training and Sport and the Sports Control Board. His perceptive, witty and frequently controversial views on rugby in general and Navy rugby in particular have been much enjoyed in this newspaper for nearly a decade.

Whittington earned his more easily by coming on late in the game to replace injured full-back Doug Powell.

So for the second year in succession the Navy, who this time after storming performances against Oxford University, Civil Service and Leicester were installed as favourites by the national Press, ended up with the wooden spoon. The margin in 1983 was three points



LEADING PARROT Spike — don't be fooled by the name, she's a bird — is hoping to land herself a good billet. Because, as HMS Fisgard's Spickernell Division parrot, she is at present flying towards eviction and needs some kind bird fanciers to take her under their wing.

The blue-fronted Amazon (pictured left)

has lived in Fisgard since, it is believed, she was bought by Spickernell Division apprentices of 792/3 and 801 entries. But, with the forthcoming closure of the establishment, she faces an uncertain future.

A one-sided swap draft plea says: "Shore-side mess preferred rather than an individual as I like a lot of attention and prefer crowds". Well, she is a bird after all.

But even that wasn't always certain. As reported in Navy News, Spike was confirmed leading parrot last December "following recent medical evidence defining her as female".

She boasts full Service documents which will be transferred to the new owners. Other points in her specification, as supplied by Fisgard: "Very tame and used to

the cage door being open, allowing her to walk around freely. Capable of flying but usually walks everywhere. Talks and sings — really quite a character. She will go to the most suitable mess making the best offer."

Anyone interested should contact CPO P. Ryland, Spickernell Division, HMS Fisgard, Torpoint (Tel Fisgard Ext. 410/493).

PILGRIMAGE OF WARMTH AND TEARS

AS RELATIVES mourning loved ones sailed away from the Falklands after their pilgrimage of remembrance they sent back a message of deep appreciation from the liner Cunard Countess.

Thanking the islanders and the Forces for a "tremendous reception and warm hospitality," they added: "We are all deeply grateful to the Falkland Islands Government and to the sailors, Marines, soldiers and airmen, and those of the Royal Fleet Auxiliary and Merchant Marine for the most unbelievable efforts made over our visit, without which no such pilgrimage to honour our loved ones could even have been possible. Farewell and God bless."

Over 500 relatives of those who died in the Falklands had flown in two British Airways

aircraft to Montevideo to join the Cunard Countess which became their home during the pilgrimage. More than 200 of them were from naval families.

Among the ceremonies was a service on board the liner for the men who have no grave but the sea.

As the destroyer HMS Cardiff and frigate HMS Active sailed past the Countess, each sailor stood to attention holding his cap, their white tops standing out against the grey background. Above, officers on the bridge saluted in memory of their fallen comrades.

Earlier, during the memorial service, relatives clung together in mutual support and comfort

as the words of "Eternal Father Strong to Save" rose into the air and the Last Post was sounded. Later wreaths were cast into the sea.

Visits were made to the locations where ships were sunk and, in all, hundreds of wreaths were laid on the South Atlantic.

HMS Coventry relatives paid their tribute in sight of the Coventry memorial, built on First Mountain, Pebble Island. This cross — dedicated earlier and including a replica of Coventry Cathedral's Cross of Nails — was made in Portsmouth Dockyard and the memorial built by sailors from HMS Exeter, including survivors of the Coventry.

Relatives of men who died in HMS Sheffield and the Atlantic Conveyor were flown by RAF Hercules over the spot where the ships were lost so that they could lay their wreaths.

NEW GROUP

At a service of dedication of the memorial at San Carlos cemetery, the Chief of the Defence Staff (Field Marshal Sir Edwin Bramall) represented the British Government.

Later the relatives visited Port Stanley and were entertained in the islanders' homes before an emotional send-off.

On arrival of the relatives back at Heathrow after the return flight from Montevideo, it was reported that many were planning to keep in touch through a newly-formed Falklands Families Association.



Ships head south

AMONG ships due to sail in late April, bound for the South Atlantic, were the Type 42 destroyers HM ships Birmingham and Southampton, and the frigates HM ships Broadsword, Brilliant and Falmouth.

MV Keren, the 9,000-ton vessel at the centre of a row when she was taken over by the Navy, left the Tyne in April en route for the Falklands and duty as a troop carrier.

She had been HMS Keren for about a week, one of the shortest naval commissions known. Originally, she was the Sealink ferry St Edmund.

Meet Golly Jack Tar

AMONG latest Navy recruits is Golly Jack Tar. Called for refit at Rosyth, the mine-sweeper HMS Crichton, of the Fishery Protection Squadron, needed a new emblem and decided on a golly. So they contacted Robertsons, the jam people, who adopted their famous golly more than 70 years ago.

The firm set to work to design a nautical version to

be fixed on the ship's bridge. Problem was that golly had to be non-magnetic and coated with special enamel to resist the effects of sea water.

Our picture shows the scene after the unveiling at Rosyth conducted by Robertson's Golly Girl. Ship's company members are receiving copies of a limited edition badge.



Relatives crowd the flight deck of the Cunard Countess in a memorial service in Falkland Sound. In the background is HMS Active, sister-ship of the sunken frigates HMS Ardent and HMS Antelope.

JOB HOPES

Continued from page one

brought about withdrawal of the concession under which ratings could apply to leave the Service at less than 18 months notice. This had been introduced to contribute to the easing down of manpower.

The concession applied from late 1981 until March this year (interrupted only by the Falklands conflict), and applications were dealt with on the basis of needs in branches. Altogether, some 500 applications to leave early were granted under the concession.

Now it disappears — perhaps finally — although this does not affect applications on compassionate grounds.

Plans announced in 1981-82 envisaged large reductions in manpower levels over the next few years; the hope now is that these reductions will be much less significant.

Speculation also continues on whether there will be any alterations in the establishment run-down programme.

Successor for 'gold' cruiser

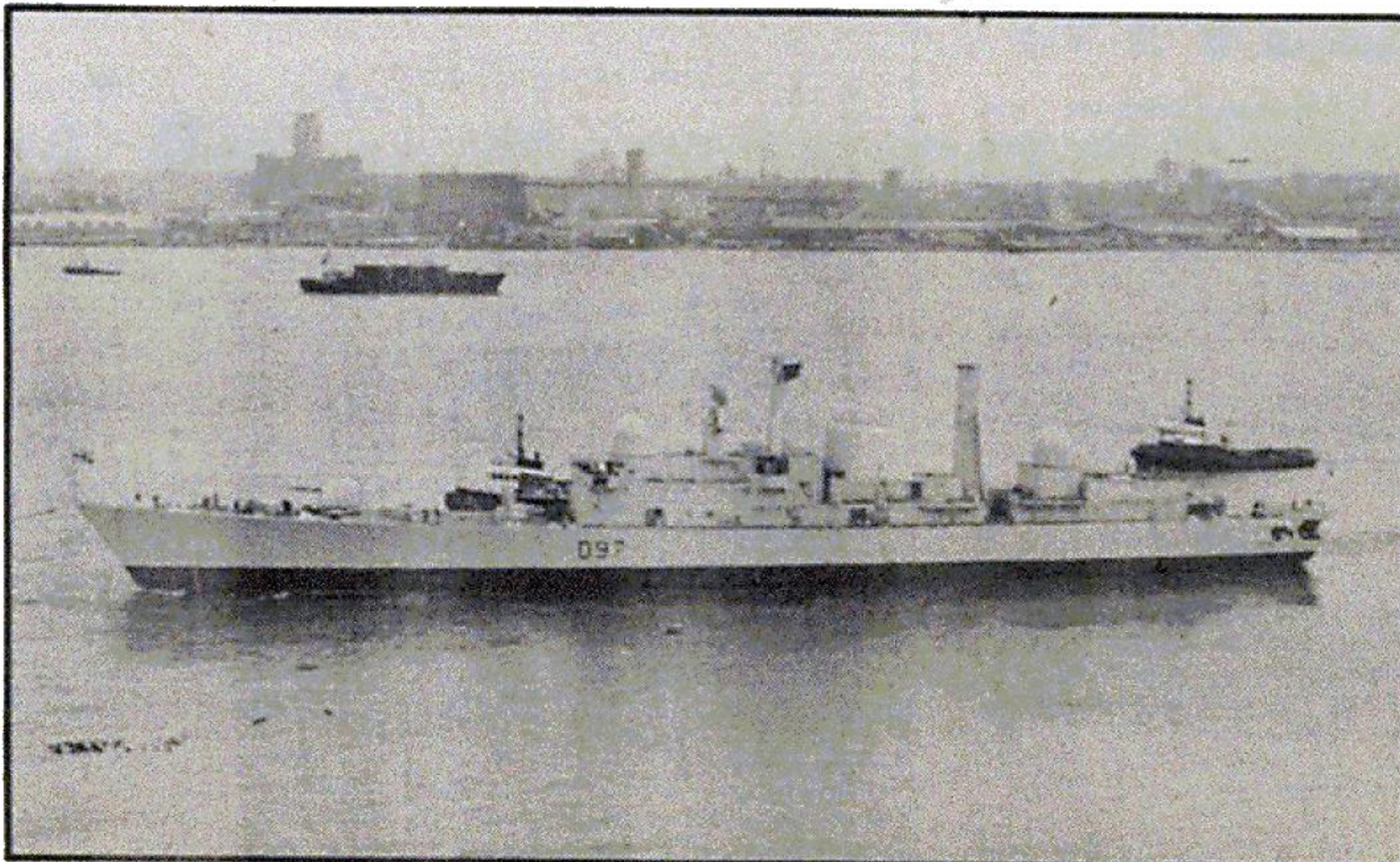
IN APRIL two new ships for the Royal Navy were launched within three days.

At the Birkenhead yard of Cammell Laird, Mrs. Heseltine, wife of Defence Secretary, Mr. Michael Heseltine, launched HMS Edinburgh, latest in the line of Type 42 destroyers and third of the "stretched" variety.

Two days earlier Lady Youde, wife of the Governor of Hong Kong, had launched HMS Plover, second of the new class of patrol vessels for the Hong Kong Squadron, at the Aberdeen shipyard of Hall Russell.

First of the class is HMS Peacock, and the other three will be named Starling, Swallow and Swift.

Among those who attended the Edinburgh launch were more than 100 members of the HMS Edinburgh Survivors' Association, who had served in the famous Second World War cruiser which went down in the Barents Sea in 1942 while carrying a large quantity of gold.



HMS Edinburgh, launched at Birkenhead. Picture: Elsom, Mann and Cooper

Invincible goes far

FOLLOWING her Caribbean duty, HMS Invincible and about 15 other surface ships and submarines entered Gibraltar during the annual Springtrain exercise, despite protests from Spain.

There was also some "blackmail" by workers protesting over the planned closure of the naval dockyard.

Later in the year the Invincible is to visit the Far East, it has been reported.

Navy medal in space

A REPLICA of a medal struck for the Royal Navy's HMS Challenger a century ago went into orbit with the space shuttle Challenger in April.

The medal had been presented to mission commander Paul J. Weitz by Rear-Admiral G. S. Ritchie, former Hydrographer of the Navy, who also commanded an HMS Challenger — the survey ship which went round the world on a scientific voyage in 1949-51.